



GENERAL MUNICIPAL PLAN

TOWN OF DEVON
GENERAL MUNICIPAL PLAN

May, 1984

Edmonton Metropolitan Regional Planning Commission

EDMONTON METROPOLITAN REGIONAL PLANNING COMMISSION

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OUR FILE

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May 28, 1984

Mayor D. Fisher and Council
Town of Devon
DEVON, Alberta

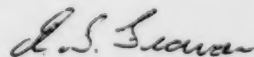
Mayor Fisher and Council:

RE: Town of Devon General Municipal Plan

It is my pleasure to submit to you the Town of Devon General Municipal Plan. The Plan, prepared in accordance with the provisions of the Planning Act, R.S.A., states municipal policies and proposals with respect to municipal growth, future land uses, economic development and municipal services.

I trust that the Plan will serve as a useful reference and policy document, and will assist Council in its future deliberations.

Yours truly,



E. Sandra Fearon
Project Planner
Municipal Planning and Research Section

ESF/ig

Attachment

NOTE

All persons making use of this publication are reminded that it has been prepared for the convenience of the public and that the original bylaw(s) should be consulted for all purposes of interpreting the General Municipal Plan.

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ACKNOWLEDGEMENTS

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INTRODUCTION

The Town of Devon General Municipal Plan is a broad policy document to guide both public and private planning to achieve the Town's development goals and objectives. Because it will be necessary for the Town to respond to changing circumstances, the flexibility incorporated into the policy statements will permit the methods for achieving Town objectives to be varied, without altering the intent of those objectives.

The Planning Act, R.S.A., 1980 requires all incorporated urban municipalities of 1,000 persons or more to prepare and adopt a General Municipal Plan. The General Municipal Plan must conform to the Regional Plan in effect, and in turn, the area structure plans and area redevelopment plans must conform to the General Municipal Plan.

The General Municipal Plan describes the proposed land uses and the standards for future development in the municipality. All lands within the corporate boundaries of the Town are included in the plan and all undeveloped areas are considered potentially suitable for the preparation of area structure plans. In addition to the requirements specified by Section 64 of the Planning Act, R.S.A., 1980 area structure plans should indicate explicitly how the Town's development policies will be met.

Although the actual physical development of the Town is the major concern of the General Municipal Plan, social, economic and environmental issues are also studied.

The General Municipal Plan program was initiated in May 1983, following Council's agreement to the Terms of Reference report. The program consisted of a community survey to determine the attitudes of the residents to their community and its future development; analysis of existing facilities; population and economic forecasts; and policy formulation. Plan policies enable Council to make decisions concerning land use and development, on the basis of a comprehensive set of general, long-range policies.

The General Municipal Plan is intended to be a flexible document. Revisions and amendments to the plan will be necessary since the management of the Town's development should take into account new development commitments, budget constraints, shifting public and political priorities and changing market conditions.

Annual review and amendment are desirable in order to keep the General Municipal Plan up-to-date. The review would require Council to decide whether any of the policy statements should be modified in light of land use and development activities during the previous year. It would also serve to remind Council or inform any new members of Council of the General Municipal Plan's contents.

There should be a thorough review of the entire General Municipal Plan at least every five years. This review should be comparable to efforts undertaken at the time of its original preparation.

Amendments may be made at any time Council deems appropriate. When a major development proposal or land use issue comes before Council, members should study the General Municipal Plan policies that apply to the issue and review the rationale for the policies. If the policies are reaffirmed, no change to the General Municipal Plan is necessary, but if they are changed, then the General Municipal Plan should be amended.

Based on the community survey results, Devon's General Municipal Plan program developed goals, objectives and policies to:

- (a) ACCOMMODATE POPULATION GROWTH WHILE MAINTAINING THE COMMUNITY'S CHARACTER,
- (b) ENCOURAGE INDUSTRIAL DEVELOPMENT AND EMPLOYMENT OPPORTUNITIES,
- (c) STRENGTHEN AND DIVERSIFY THE TOWN'S COMMERCIAL STRUCTURE,
- (d) PROVIDE AN EFFICIENT TRANSPORTATION SYSTEM,
- (e) PROVIDE THE NECESSARY UTILITY SYSTEMS TO ACCOMMODATE GROWTH,
- (f) PROVIDE A HIGH QUALITY OF HOUSING AND A HIGH STANDARD OF SITE AND RESIDENTIAL DESIGN,
- (g) MAINTAIN A HIGH STANDARD OF PROTECTIVE SERVICES,
- (h) PROVIDE A HIGH STANDARD OF EDUCATION SERVICES IN SUITABLE LOCATIONS,
- (i) IMPROVE THE QUALITY OF EXISTING PARKS AND RECREATIONAL FACILITIES AND PROVIDE FACILITIES GEARED TO A VARIETY OF USER GROUPS, AND
- (j) ENCOURAGE THE PROVISION OF NECESSARY HEALTH AND SOCIAL SERVICES.

POPULATION

Growth prospects for the Town of Devon are firmly rooted in the growth prospects of the province and the Edmonton Metropolitan Region. The population projections were based on an examination of recent provincial, regional and local economic and demographic trends. In addition, evaluations of Devon's potential for further growth and its anticipated role in the socio-economic development of the Edmonton Metropolitan Region were prepared to the year 2006.

The current national and provincial economic downturn and the continued economic uncertainty in the near future have created particular problems in determining population growth rates and population levels. The problems are compounded by the fact that within recent years, various intense and relatively short-lived trends have influenced provincial population distribution and growth rates.

The main stimulus for future population growth will continue to be from net in-migration. In the short term, because of the current downturn in economic activity, net migration is anticipated to decline from the levels recorded in recent years. Therefore, the provincial population growth rate is expected to decline from the average annual growth rate recorded in the 1976-1981 period and result in a slower rate of population growth at the regional and municipal levels.

In addition, population growth at the municipal level will be slowed further by the apparent shift in the pattern of population distribution within the Edmonton Metropolitan Region. The trend towards a greater degree of decentralization of the regional population appears to be declining.

Despite the anticipated short term decline in the provincial population growth rate as a result of lower net migration levels, Alberta's prospects for growth in the long term remain strong. The Alberta Bureau of Statistics Series 4 projects a provincial population of 3.7 million by the year 2006.

A provincial population of 3.7 million by the year 2006, would provide the basis for a Regional population of between 1.1 and 1.2 million in that same year. The 1.1 million projection is based on the assumption that the Region's share of the provincial population will decline to 30.0 percent by the year 2006, and the 1.2 million figure assumes that the Regional share of the provincial population will be 33.5 percent by 2006.

For the several population projections that have been proposed for Devon, see Table 1. Case 1 assumes a Regional population of 1.2 million in 2006, and that Devon's recent (1976-1981) average share of the Regional population (0.5 percent) will be maintained over the 1981-2006 period.

Case 2 assumes a Regional population of 1.2 million in 2006, and that Devon's historical average share of the Regional population will be maintained at 0.7 percent over the 1981-2006 period.

Case 3 assumes that Devon will be able to maintain the historical average annual population growth rate of 5.2 percent over the projection period.

TABLE 1
POPULATION PROJECTIONS BY FIVE YEAR INTERVALS: 1981-2006

Case	1981	1986	1991	1996	2001	2006	Average Annual Growth Rate 1981-2006
1	3,885	4,268	4,690	5,152	5,661	6,219	1.9%
2	3,885	4,439	5,071	5,794	6,619	7,562	2.7%
3	3,885	5,006	6,450	8,310	10,708	13,797	5.2%

Sources: Edmonton Metropolitan Regional Planning Commission, Town of Devon General Municipal Plan, Population Growth Prospects; E.M.R.P.C., Edmonton, Alberta, August, 1983.

The above projections provide a range of population levels which could reasonably be anticipated. However, it must be noted that many factors influence the projections, therefore the projections must be reviewed periodically to ensure reliability or to make the necessary changes.

On this basis, the anticipated population for Devon is between 6,219 and 13,797 persons by the year 2006, with the projection of 7,562 persons being favoured. The projections have been used to develop the land use requirements and distribution pattern for the Town of Devon.

Municipal Goals, Objectives and Policies

Goal: A. To endeavour to accommodate growth consistent with the Town's role as a resource based, service and commuter centre in the Edmonton Metropolitan Region.

Objective: 1. TO PROMOTE A BALANCE OF RESIDENTIAL AND NON-RESIDENTIAL GROWTH TO STRENGTHEN THE NON-RESIDENTIAL TAX BASE AND TO PROVIDE THE OPPORTUNITY FOR THE RESIDENTS TO LIVE AND WORK WITHIN THE SAME MUNICIPALITY.

- Policies:**
- (1) The Town should monitor population growth and its characteristics with an annual civic census in order to determine the following:
 - (a) age, sex, marital status of each household member;
 - (b) when applicable, the occupation (skill), place of work and employment status of each household member;
 - (c) house type, tenure and geographic location; and
 - (d) if desired, resident priorities for Town development and opinions concerning topical issues.
 - (2) The Town should continue to actively promote the benefits of the Town as a good place in which to live and work.

ECONOMIC DEVELOPMENT

The prospects for long term economic growth in Alberta and the Edmonton Metropolitan Region remain strong despite the current downturn in national and provincial economic activities. The principal stimulus for all-round economic growth and development is expected to continue to come from growth in the energy resources sector. Strong support will also come from the provincial government administration which will continue to be a major employer within the metropolitan area.

Additionally, the continuing importance of Alberta in the international energy market, the growing population and increasing strength of consumer demand in Alberta and the prospects of a secure and relatively inexpensive long-term supply of energy will continue to attract large scale manufacturing and financial establishments to the province. Petrochemical and other resource extraction and processing operations will continue to play a significant role at the provincial and regional levels despite the curtailment of major tar sands projects.

Because of its large population base, which provides the full range of administrative, professional and technical expertise, the Edmonton Metropolitan Region is expected to continue to be the locational choice of a substantial portion of the anticipated long term provincial growth.

Over the short term however, economic growth in the province is expected to move slowly as a result of a combination of national and international economic forces.

The slower rate of Regional economic expansion and diversification expected in the near future will create fewer opportunities than in the previous five years for socio-economic growth in Regional municipalities. Competition among Regional municipalities for those fewer economic growth opportunities is expected to be more intense than in the past.

Development of the Town of Devon began in 1947, following the discovery and commercial exploitation of the Leduc-Woodbend oil field. Since then, the oil and natural gas industry has been the dominant factor in the economic life of the Town. The industry, both directly through the commercial exploitation of oil and natural gas and indirectly through related supply and servicing enterprises, has been a very important employer of local labour over the years. However, oil and natural gas are non-renewable resources. As such, their long term economic value to Devon is limited to the life-expectancy of known reserves. Current indications are that the commercial exploitation of oil in the Devon area will end within this decade and natural gas reserves are expected to be depleted by the late 1990's, unless new reserves are found in commercially exploitable quantities.

Commercial Sector

Devon's commercial sector has traditionally played a minor role to the oil and natural gas industry as a generator of economic growth in the Town. The proximity to the City of Edmonton, with its more diversified commercial facilities and position as the major employment centre, has inhibited the growth of Devon's commercial sector. These two factors produce a situation which leads to high expenditure leakages from Devon to neighbouring commercial centres and is reflected in the shopping patterns of its residents. Data obtained through the community survey show that strong competition for the Town's consumer dollars comes from the City of Edmonton. (See Table 2).

TABLE 2
SHOPPING PATTERNS OF RESIDENTS, 1983

ITEM	PERCENTAGE OF PURCHASES				
	Devon	Edmonton	Leduc	Other	Total
Groceries	49.4	32.0	17.7	8.4	100.0
Bakery	76.4	13.9	8.3	1.5	100.0
Delicatessen	59.7	29.5	6.6	4.2	100.0
Drugs	88.2	10.2	1.5	0.2	100.0
Adult Clothing & Shoes	10.2	81.8	5.3	2.8	100.0
Children Clothing & Shoes	7.9	82.8	6.0	3.4	100.0
Housewares	17.0	77.9	3.2	1.8	100.0
Hardware/Building Supplies	43.6	50.3	4.0	2.1	100.0
Furniture/Major Appliances	6.5	89.4	2.5	1.6	100.0
Car or Truck Purchase	13.5	68.9	5.4	12.3	100.0
Car or Truck Service	41.2	46.8	6.5	5.5	100.0
Barber or Beauty Shop	60.3	28.6	5.9	5.0	100.0
Drycleaners & Laundry	74.5	18.5	3.7	3.3	100.0
Restaurants	38.1	53.1	5.6	3.2	100.0

The trade area of a commercial centre refers to the geographic region from which the centre could normally expect to derive approximately eighty-five percent of its sales receipts. The total trade area of a commercial centre is a composite average, because individual retail establishments usually command trade areas of different dimensions, depending on the nature of the services offered. The trade area is normally divided into a primary trade area, defined by the Town's corporate limits, and the secondary trade area, that portion of the total trade area outside Devon's boundaries.

The approximate boundary of Devon's trade area was determined on the basis of a study prepared by the Edmonton Metropolitan Regional Planning Commission in 1983, and entitled "Market Area Survey - Edmonton Region". The boundary is shown on Figure 1 - Town of Devon Total Trade Area, 1983.

Devon's secondary trade area extends into regions of varying levels of population density and growth rates. The population of Devon's secondary trade area is estimated to be 1,850. In its size and orientation, Devon's secondary trade area is less stable than the primary trade area, because the former is much more sensitive to competition pressures from the more developed commercial facilities in neighbouring urban centres.

On the average, the population of Devon's secondary trade area is expected to increase at an annual average rate of 1.4 percent, resulting in a secondary trade area population of 2,550 in the year 2006. The population of Devon's total trade area should be approximately 10,110 by the year 2006.

The total amount of commercial floor space currently available for use in the Town of Devon is 18,724 m² Gross Floor AREA (GFA)¹. However, as shown in Table 3, the amount of commercial floor space actively in use is 18,235 m² GFA.

With an existing trade area population estimated to be 5,780, the per capita GFA is 3.2 m². As already indicated the amount of commercial floor space available in Devon is 18,724 m² GFA, which occupies 6.7 hectares of land and results in a commercial land development density of 2,800 m² GFA per net hectare.

At present Devon has a total of 16.8 net hectares of land zoned commercial of which 6.2 hectares are vacant.

The commercial space requirements identified in Projection I of Table 4 are based on the assumption that the level and variety of retail and service trade currently provided by Devon's commercial sector will retain its 1983 characteristics. Under this assumption, Devon will require approximately 11.6 net hectares of commercially developed land and 32,300 m² GFA by the year 2006.

Alternatively, should the shopping patterns of local residents undergo a substantial reorientation in favour of the local commercial sector, the Town's commercial facilities would come under pressure to change, in order to meet the needs of its residents.

¹ Gross Floor Area (GFA), which refers to the total floor area of the premises occupied by a commercial establishment, is different from Gross Leasable Area (GLA), used by the shopping centre industry for statistical comparisons. GLA is usually estimated as being 85 percent of the Gross Floor Area. A GFA measurement is considered to be more appropriate for Devon because of the nature of commercial space occupancy in the Town.

FIGURE 1
TOWN OF DEVON TOTAL TRADE AREA 1983



TOWN OF DEVON

General Municipal Plan



Edmonton Metropolitan
Regional Planning Commission



TABLE 3
COMMERCIAL FLOOR SPACE BY USE, JUNE 1983

Commercial Use	GFA (m ²)
RETAIL	
Food Group	1,508
Automotive and Accessories	1,670
Building Material and Hardware	942
General Merchandise	103
Apparel and Accessories	383
Other Retail	2,129
RETAIL SUBTOTAL	6,735
SERVICE	
Accommodation and Food Services	4,360
Personal Services	530
Professional/Business Services	2,011
Miscellaneous	1,699
SERVICE SUBTOTAL	8,599
OTHER	
Office	827
Recreation	613
Institutional	550
OTHER SUBTOTAL	1,990
TOTAL	17,324
Vacant (5% average)	911
TOTAL OCCUPIED COMMERCIAL SPACE	18,235

An analysis of comparable Edmonton Region municipalities revealed qualitative changes in per capita commercial space requirements which occurred in response to increased patronage of local commercial facilities. Based on this analysis, Devon's estimated GFA per capita value would increase from 3.2 m² to 3.7 m². It is important to stress that such a change would be through an evolutionary process over the projection period.

This change would result in an increase in the Town's projected commercial floor space requirements, as outlined in Projection II of Table 4, from 32,352 m² GFA to 37,407 m² GFA in the year 2006. An increase in GFA commercial space requirements, would result in an increase in the Town's commercial land requirements, from a projected 11.6 net hectares in the year 2006 to 13.3 net hectares in the same year. On the basis of either projection, Devon will not require any additional land to be zoned commercial by the year 2006.

The rate of growth and pattern of change in Devon's commercial sector will be contingent on the nature of the changes which may occur in the Town's economic base and local employment structure. Any significant change in Devon's socio-economic status in the Region would produce a change in the structure and performance of the Town's commercial sector. For example, a significant increase in the relative importance of the Town's dormitory function could result in increased expenditure leakages from the community, which in turn would tend to further undermine the growth prospects of Devon's commercial sector. Conversely, if new industrial growth is attracted to Devon, resulting in increased employment opportunities for local labour, the Town's commercial sector could be expected to expand the range of consumer goods and services currently offered.

TABLE 4

PROJECTED COMMERCIAL SPACE REQUIREMENTS: 1983-2006

Year	Trade Area Population	PROJECTION I		PROJECTION II	
		GFA (m ²)	Land (ha)	GFA (m ²)	Land (ha)
1983	5,780	18,235 (18,724) ^d	6.7	18,235 (18,724) ^d	6.7
1986	6,370	20,384	7.3	21,021	7.5
1991	7,140	22,848	8.2	24,276	8.7
1996	8,010	25,632	9.2	28,035	10.0
2001	9,000	28,800	10.3	32,400	11.6
2006	10,110	32,352	11.6	37,407	13.3

- Notes:
- Projection I is based on the assumption that Devon's role within the Region will be essentially unchanged, no basic structural change in the commercial sector will occur and a 3.2 m² per capita GFA will be maintained.
 - Projection II is based on the assumption that a significant increase will occur in local employment levels and Devon's role as a dormitory community will diminish, and the GFA value would increase from 3.2 m² to 3.7 m².
 - Commercial floor space requirements include an estimated "normal" 5.0 percent vacancy rate.
 - 18,724 m², occupying 6.7 hectares, is the amount of commercial floor space that is currently available for use in Devon.

The Industrial Sector

At present, there is no industrial enterprise of major local significance, other than oil and natural gas exploitation, located in Devon. When completed and in full operation, the Coal Research Centre will make a very important contribution to the Town. However, the Centre is not expected to have the same general impact on Devon's economy as the oil and natural gas industry. The successful marketing of the entire Business Park will be a very important step towards the achievement of Devon's industrial development objectives.

As a municipality within the Edmonton Region, Devon would undoubtedly benefit in the long term from industrial and general economic development throughout the Region. However, in the near future prospects for significant industrial growth in Devon will remain fairly limited. This would be largely due to the continued sluggishness of economic growth in the Region as the provincial and national economies emerge from the recent recession.

Devon faces substantial competition from neighbouring municipalities for the limited industrial growth opportunities that are expected to emerge in the Region, and the competitive advantage may lie with those municipalities. For example, the absence of rail services, the relatively high land prices, and industrial land servicing costs could discourage certain types of industries, particularly sensitive to these factors, from locating in Devon. The Town's proximity to the developing industrial corridor, which extends from the City of Edmonton to Leduc, and includes the International Airport, could conceivably serve to undermine Devon's potential as an industrial growth centre. At the same time, industrial growth in neighbouring Leduc/Nisku and the International Airport areas would enhance Devon's opportunity for residential growth.

Future industrial land requirements are more difficult to project over the long term than the requirements for other land uses. The higher level of uncertainty, associated with key factors which have a direct bearing on the rate and density of industrial land development, is compounded by uncertainty over the rate and strength of recovery by the provincial and Regional economies, and their impact on industrial development in a community like Devon. It is therefore necessary to stress the need for periodic reviews of industrial development in Devon over the period of the General Municipal Plan.

Current industrial activity in Devon is devoted almost entirely to oil and natural gas and its related service sector operations. The total land area currently occupied is 42.3 hectares, and includes 3.8 hectares in the downtown, 32.4 hectares occupied by ESSO Resources and 6.1 hectares for the Coal Research Centre. The total additional industrial land available in Devon is 24.9 net hectares, located in the Devonian Business Park.

Municipal Goals, Objectives and Policies

- Goal: B. To strengthen and diversify the overall commercial and industrial structure of the Town to meet the needs of the expanding community and its role in the Edmonton Region.

Objective: 1. TO ENCOURAGE THE CONTINUING DEVELOPMENT OF A FULL RANGE OF COMMERCIAL ACTIVITIES IN THE TOWN.

- Policies:**
- (1) The Town shall provide land of sufficient area and in suitable locations in order to allow for a variety of types of commercial uses.
 - (2) The Town or the Economic Development Committee shall continue to support the Chamber of Commerce in their promotion of the advantages of the Town.
 - (3) The Town will encourage commercial development as part of an effort to attract additional shoppers to the Town and to increase the proportion of shopping done in Devon by local residents.
 - (4) The Town will continue to cooperate with the Battle River Tourist Association and other tourist associations to encourage tourists to visit Devon and its surrounding area.
 - (5) The Town will promote Devon as a tourism centre in the Edmonton Sub-region.
 - (6) The Town may wish to explore the possibility of promoting Devon as a regional health care centre.
 - (7) The Town may wish to consider attracting additional commercial recreation facilities.

Objective: 2. TO ENCOURAGE THE CONTINUING DEVELOPMENT OF A FULL RANGE OF INDUSTRIAL ACTIVITIES IN ORDER TO INCREASE COMMUNITY EMPLOYMENT OPPORTUNITIES, MINIMIZE HOME TO WORK TRAVEL, AND IMPROVE THE TOWN'S TAX BASE.

- Policies:**
- (1) The Town will designate lands of sufficient size and in suitable locations in order to provide for a variety of types of industries.
 - (2) The Town will continue to seek industries which could successfully locate within the community.
 - (3) The Town will cooperate with local business groups in promoting the municipality as a good place in which to live and establish a business.
 - (4) The Town will seek the assistance of other levels of government in order to promote the Town's industrial development advantages.
 - (5) The Town will encourage existing industries to promote their growth and development within the Town.

EXISTING URBAN DEVELOPMENT

Development Constraints and Opportunities

Natural Features

The natural environment of the Town of Devon is dominated by the valley of the North Saskatchewan River. Although the river banks are approximately fifty metres high and steep with heavy deciduous and coniferous vegetation, alluvial deposits along the river provide ample opportunity for recreation. However, as well as providing recreation opportunities the river valley also severely restricts the direction of future expansion. Expansion is possible only to the south and west of the existing Town boundaries.

The townsite is situated on land which rises in a north-east to south-west direction from the top of the river bank, an elevation of 685 m, to a high elevation of 707 m on Highway 60 immediately south of the new civic hospital.

The majority of the soils in the undeveloped lands within Devon's boundaries are considered to be subject to severe limitations which restrict the agricultural use for perennial forage crops (Class 5). Areas outside the Town boundaries which could be considered for expansion comprise two different classes. The south half of Section 33-50-26-4 is also included in Class 5 soil capability for agriculture, while the majority of Section 28-50-26-4 is in the Class 2 soil category.

The soil composition consists of Peace Hills, Sandy Loam and Loamy Sand overlying bedrock of the Edmonton Formation, which is composed of bentonitic sandstone, sandy shales and bentonitic clays on coal seams. This combination results in a high water table. (Bore holes drilled in the developed and undeveloped areas of Devon indicate free water levels at between 0.6 m to 3.0 m below grade level).

The combination of the sub-soil characteristics and the surface drainage patterns are causing erosion and river bank stability problems. Evidence of erosion has been encountered along the river and ravine banks where surface water has been directed, where sub-soil seepage has occurred and where vegetation has been removed. Recommended development setbacks from the top of the bank have varied from 5 m to 60 m depending on the depth of the bank.

To aid in preserving the North Saskatchewan River Valley, the Provincial Government has placed most areas adjacent and contributing to the river into a Restricted Development Area (R.D.A.). No activity that would cause any surface disturbance of the land is permitted without the permission of the Minister of the Environment. The Town of Devon has placed these lands within a land use category - Direct Control-Restricted Development Area (D.C.-R.D.A.) - which requires ministerial approval prior to Council approval.

Transportation

Devon is located 38 km southwest of the City of Edmonton at the junction of Highway 60 and Highway 19. Highway 60 connects with Highway 16 and 16X, 22 km to the north. Highway 19 connects with Highway 2, 12 km to the east. This connection between Highway 2 and Highway 16 constitutes a bypass which eliminates the necessity of entering the City of Edmonton. Highway 19 also connects with the Edmonton International Airport, Nisku Industrial Park and the City of Leduc, all substantial employment centres (see Figure 2 - Regional Location).

While Highway 60 provides one of the major transportation links to Edmonton, the highway also restricts the development potential of Devon. Devon was established and is continuing to develop on the east side of the highway, however developable land to the east is limited and development must eventually cross the highway. In crossing the highway, problems of utility servicing, adequate access to the highway and to the existing Town, and the creation of two major development areas must be considered.

According to Canada Mortgage and Housing Corporation, it is recommended that residential development along primary highways include adequate noise attenuation treatment.

A major constraint to industrial development is the lack of a railway connection. The closest connection is at Nisku Industrial Park, 12 km to the east.

Municipal Utilities

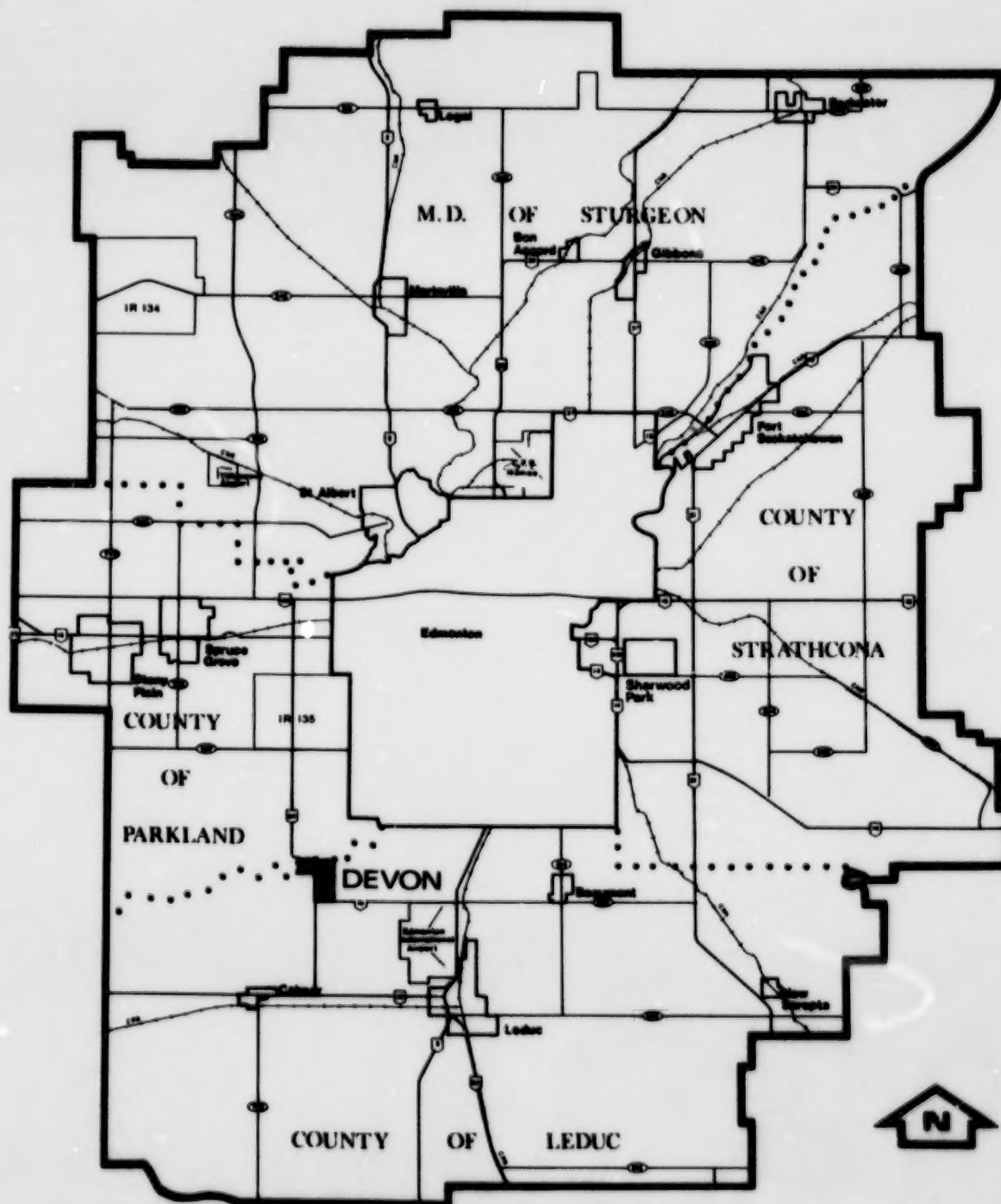
Devon obtains water from the North Saskatchewan River and operates its own complete water treatment plant. Present design capacity is for 6,000 persons and can be expanded to meet future demands.

Sewage treatment is via a rotating biological contact system with discharge into the North Saskatchewan River. Present capacity is 5,500 persons, however, the plant completed in 1978, can be modified to accommodate an increase in population to 11,000.

Stormwater is directed by underground mains directly into the river or is taken to retention ponds for gradual dispersal into the river valley. Stormwater from new development areas is handled on an individual basis, with dispersal by separate systems.

Devon is in the unique situation of owning and operating its own natural gas distribution system, purchasing natural gas directly from Esso Resources for domestic heating.

**FIGURE 2
REGIONAL SETTING**



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Pipelines and Well Sites

Within the Devon area pipeline rights-of-way exist for purposes of collecting oil and gas from well sites and batteries and transporting oil and gas products. At the time that many pipelines were constructed, little heed was paid to the future need for urban expansion, consequently pipeline corridors have had to be incorporated into subsequent development.

Well sites have been incorporated into new development provided the area was previously included in an area structure plan and future development is compatible with the surrounding land uses. Presently, three well sites are operating within the built-up areas and the remaining sites are vacant.

LAND USE FEATURES

In 1947, after the discovery of the Leduc Woodbend oilfield, Imperial Oil acquired properties for the establishment of a company town at the present site of the Town of Devon. The original settlement occurred on the east side of Highway 60 and south of the river valley. New residential construction has developed further to the east and south of the original site but remains within one kilometre of the Town centre.

Annexation has increased the area of the Town to 764.2 hectares, including 214.8 hectares in the Development Control-Restricted Development Land Use category. This category corresponds to the Provincial government's Restricted Development Area.

The major elements of the land use structure are indicated on Table 5 and illustrated on Figure 3.

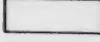
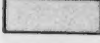
TABLE 5

EXISTING LAND USES

Land Use	Hectares
Residential	72.5
Commercial	4.7
Industrial	42.3
Institutional	14.2
Recreation	67.4
Utilities	4.2
Transportation	89.1
Well Sites	8.2
Vacant	461.6
TOTAL	764.2

Source: Edmonton Metropolitan Regional Planning Commission,
Town of Devon: Existing Land Use, August, 1983.

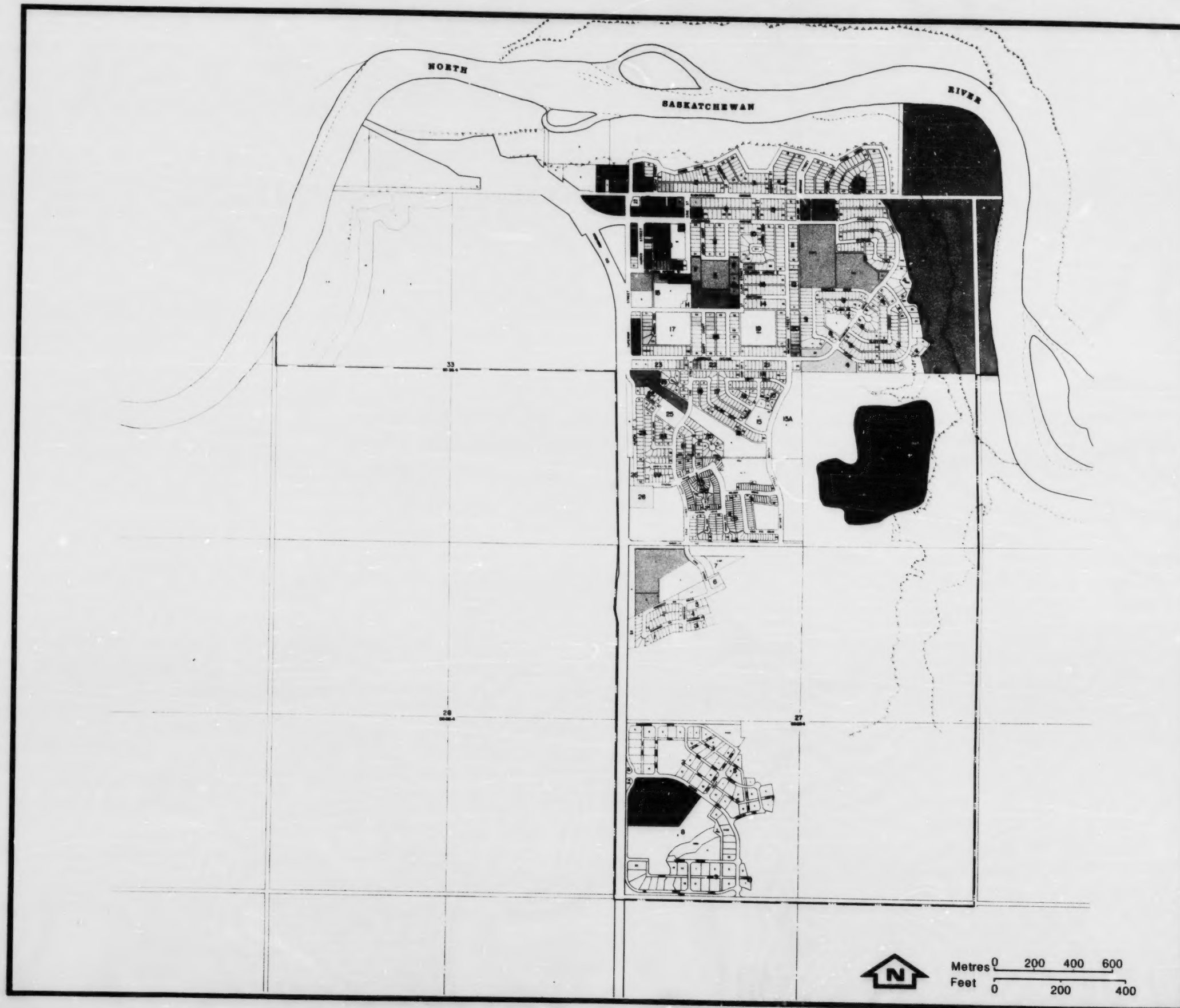
FIGURE 3
EXISTING LAND USE

-  Single Family
-  Multiple Family
-  Commercial
-  Industrial
-  Institutional
-  Utilities
-  Reserve

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Residential

Residential development is located primarily east of the highway to the river bank and approximately one and one-half kilometres south of the river bank. There is a total of 72.5 hectares used for residential purposes, of which 0.9 hectares are not in a residential land use category.

Within the Residential-High Density (R-3) land use category, seven apartment buildings exist, providing 131 dwelling units. Six of the apartments are situated within 0.4 km of the commercial area. The other apartment is in the southeast.

The Residential-Medium Density (R-2M) includes two condominium multi-family developments, containing 73 units, and a senior citizens' apartment building containing 24 units. Two other areas under the R-2M land use category are vacant.

The single family detached unit is the predominant housing type, with 858 units developed on conventional lots (15 m x 34 m) and 193 units developed on zero-lot line lots (13 m x 30 m). A total of 998 lots have been developed for single family residences, leaving 140 vacant registered lots, including the lots south of the new civic hospital and south of Wild Hay Drive. The resulting housing mix is 82.5 percent single family units to 17.5 percent multiple family units.

Commercial

The majority of the business establishments are located close to the north entrance to Devon along Athabasca Avenue, Huron Street and Superior Street. They form a commercial centre which is not centrally located for the majority of the residential development but is convenient to highway access.

Approximately sixty commercial establishments have been identified, comprising retail and service trade and office space. These businesses occupy 15 332 m² of gross floor area and cover 4.7 net hectares. Not included in this total is 1402 m² of vacant commercial floor space and covering an area of 0.6 net hectares. The vacancies occur mainly in the Devon Shopping Centre.

The Commercial-Central Business District (C-1), Commercial-Neighbourhood Retail and Service (C-2) and the Commercial-Vehicle Oriented (C-3) land use categories contain a mixture of residential, commercial, industrial and institutional uses. The commercial (C-1) category has 11.8 hectares, of which 3.7 hectares are vacant and 4.3 hectares are non-conforming use. The C-3 category contains 3.3 hectares of developable land, of which 1.6 hectares have been developed for commercial uses, 0.9 hectares are vacant and 0.8 hectares are non-conforming uses. The C-2 category contains 1.8 hectares, of which 0.3 hectares are used for residential (mobile homes), 0.4 hectares are in industrial use and 1.1 hectares are vacant. The vacant C-2 land is located in the vicinity of the new hospital.

Industrial

Industrial development in Devon is primarily composed of petroleum related industries, involved in a range of functions from production and servicing to the processing of products and equipment. The major industrial component is the ESSO Resources gas processing plant located within the Town boundaries southeast of the existing development.

In addition, the Coal Research Centre, scheduled for completion in 1984, is the largest occupant in the new Devonian Business Park. The business park is located at the intersection of Highways 60 and 19.

Devon has 42.3 hectares of industrial development and an additional 16.8 hectares of vacant serviced land available in the Devonian Business Park. Aside from the ESSO Resources gas plant and the Coal Research Centre, the industries are located in commercial land use categories (3.8 hectares).

Institutional

Educational facilities in Devon include an elementary, an elementary-junior high and a high school. In addition, a school site has been reserved in the southern portion of the Town.

Government offices consist of the Town of Devon Administration Building, the Town Maintenance Yard, Post Office, R.C.M.P. building and fire station. Community facilities consist of a library located in the high school, a community hall, a senior citizens' drop-in centre, a new hospital, and a Royal Canadian Legion.

Aside from the schools which are located centrally to the three neighbourhoods, the remaining institutional functions and major recreation facilities are located adjacent to the downtown area.

Transportation, Communication and Utilities

The majority of this category consists of road rights-of-way including highway, arterial, collector, alleys and walkways. Also included are transport companies, ambulance service and school bus facilities.

Communications include the telephone exchange and substation and any related rights-of-way.

Utilities consist of sewage and water treatment plants and utility rights-of-way.

Recreation and Open Space

Because of its proximity to the North Saskatchewan River Valley, Devon is well supplied with open space. Of the approximately 67.4 hectares of land developed for recreation purposes, 61.8 hectares are located in the River Valley and include the Lions Park and the golf course. The remaining 5.6 hectares of developed recreation land are in the built-up area of Devon. This 5.6 hectares does not include school grounds which have been included in the institutional category.

Of the approximately 15.9 hectares of land in the General Recreation (P-1) land use category which remain undeveloped, 5.0 hectares are in the form of berms, buffers or ravines. The remaining 10.9 hectares are available for development. The majority of this land is in the pipeline right-of-way, and west of the swimming pool.

Vacant

Vacant land consists of land which has not been developed for urban purposes and land which has been developed for urban purposes but does not contain a structure or equipment. This category includes vacant land in all previous categories, including land which is currently in agricultural production.

Of the 461.6 hectares of vacant land, 214.8 hectares are within the Direct Control-Restricted Development Area (D.C.-R.D.A.) and are not available for development without special consent from the Minister of the Environment and Devon's Town Council. Lands available for future urban development amount to 188.3 hectares, of which 11.8 hectares are well sites within the existing built-up area, 92.0 hectares are south of the existing development and north of the industrial park, and 84.5 hectares are west of Highway 60.

FUTURE URBAN DEVELOPMENT

The community survey information indicates that the Town should strive to maintain those characteristics that originally attracted new residents and attempt to minimize some of the disadvantages inherent in growth. More specifically the survey results indicate that plan policies should include measures to maintain those small town attributes which people desire, and to encourage affordable housing.

When asked their opinion about the existing size of Devon, the majority of the respondents (65.8 percent) indicated that Devon is the right size. However, when asked to state the ideal population in five years, the majority of respondents acknowledged that growth is inevitable. Generally, the future population preferred by the residents is much higher than that projected for 1988.

In response to questions on the benefits and disadvantages of growth, it was felt that growth would improve shopping facilities, lower taxes and increase the level of service. Negatively, growth was considered to cause an increase in crime, and a loss of the small town atmosphere. Generally, growth is favoured for financial reasons and is not favoured because of its effect on community lifestyle.

The community survey also provided an understanding of the degree to which Town residents are satisfied with their existing neighbourhoods and thus can be used as a basis for designing new neighbourhoods. The following are general conclusions drawn from the results of the community survey:

- (1) Residents are generally satisfied with their community. Regardless of the location of the residence within Devon, the length of time lived in Devon and their stage of lifecycle, 80.9 percent of the residents are satisfied.
- (2) Being close to work, having sufficient parks and recreation facilities and being close to the schools, in that order, are considered to be the three best aspects of living in Devon.
- (3) Distance from shopping, distance from work and distance from family and friends are considered to be the three worst aspects of living in Devon.
- (4) Improvements to the street paving, the shopping facilities, and the recreation facilities were cited as three most common recommendations for changes in the community.

The amount of land required for residential, commercial, industrial and community facilities has been based on the population of 7,562 persons by the year 2006.

Future Urban Form

Town of Devon residents generally support the accommodation of the expected growth of the Town. Residents consider growth to be desirable primarily because of the attendant increases in the quantity and quality of public services, commercial and industrial development and employment opportunities. However residents are concerned that public services may not keep pace with growth and that the desirable attributes of their community, such as its small town atmosphere and neighbourliness, may be diminished.

Estimates of the amount of land required in each of the major land use categories are given in the appropriate sections which follow. It should be recognized however that changes in any number of factors, including the types and intensities of development, will determine the amount of land utilized for urban purposes.

Land in excess of actual need may be desired in order to ensure long term flexibility, competition in the local land development industry, consumer choice and to provide for unforeseen growth and development constraints.

A wide variety of considerations will influence Devon's future development pattern, including:

- (1) the provision of utilities and transportation facilities;
- (2) the desired distribution of residential development east and west of Highway 60;
- (3) the recreation potential of the North Saskatchewan River Valley and other natural features;
- (4) potentially hazardous pipelines and powerlines; and
- (5) the construction difficulties associated with, and agricultural capability of, different terrain and soil types.

Based on an analysis of the land resource, land use and the utility factors affecting urban expansion, the future urban form illustrated by Figure 4 is considered to present a desirable development pattern for the Town since it embodies the following major advantages:

- (1) existing residential and industrial development commitments are honored;
- (2) generally incompatible residential and industrial land uses are separated;
- (3) the central business district remains the major shopping area in the Town;
- (4) the recreational attributes of the River Valley are recognized;

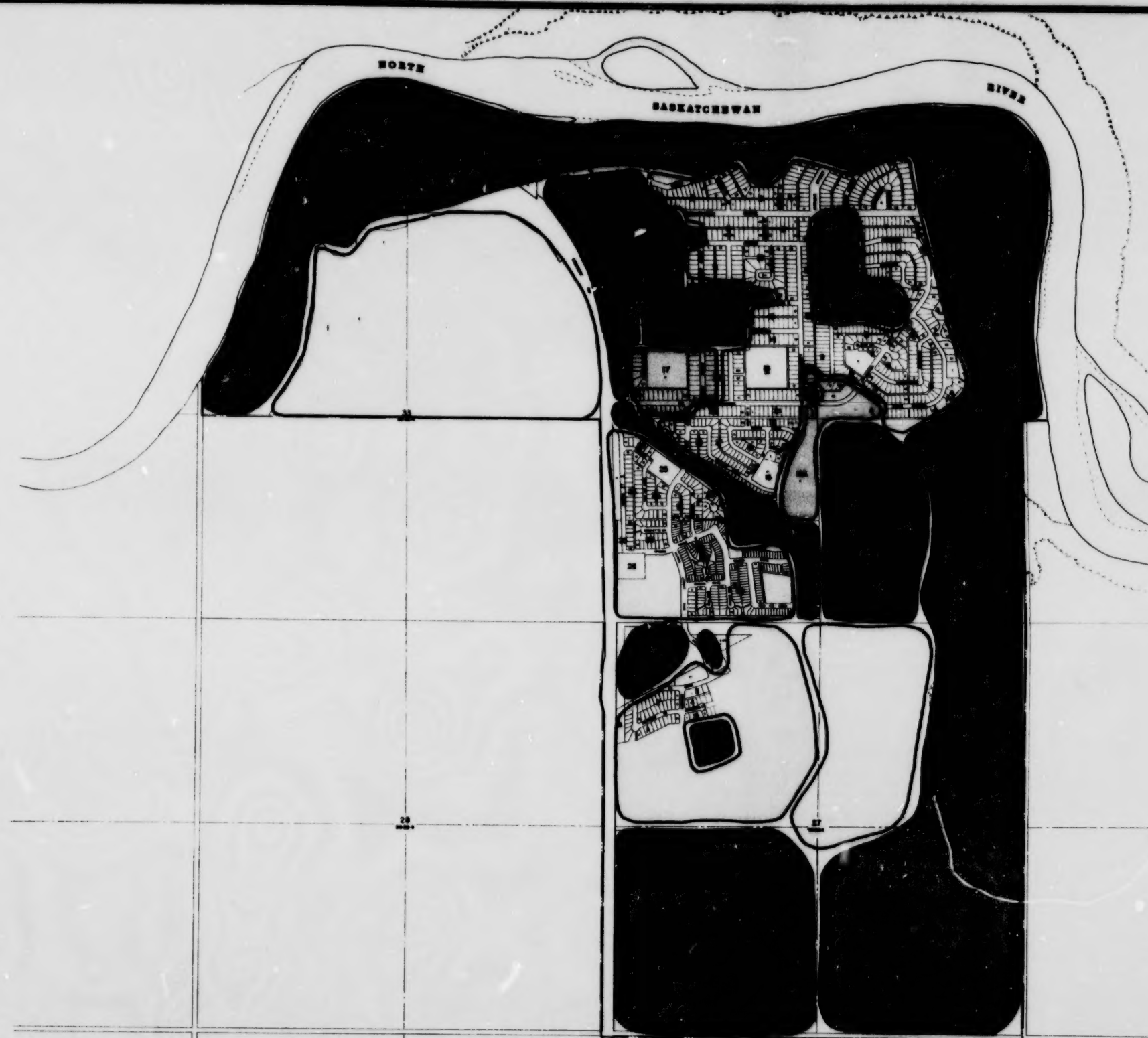
- (5) the population growth to the west creates the conditions necessary for efficient transportation, water, sewerage and drainage systems; and
- (6) additional planning flexibility is accomplished by the recognition of suitable expansion areas beyond those areas expected to be developed within the next twenty years.

The boundaries of the future land use categories, as shown on Figure 4 - Future Urban Form, are conceptual and will be further defined through the preparation of area structure plans. All undeveloped areas of the Town are considered to be potentially suitable for the preparation of area structure plans, as shown on Figure 5 - Area Structure Plan Areas.

Municipal Goals, Objectives and Policies

- Goal: C. To encourage the development of an efficient urban form, including sufficient expansion areas and associated transportation and utility systems to accommodate future growth.
- Objective: 1. TO SPECIFY A FUTURE LAND USE PATTERN WHICH WILL ACCOMMODATE VARYING TYPES AND DENSITIES OF DEVELOPMENT IN A MANNER WHICH PERMITS EFFICIENT TRANSPORTATION AND UTILITY SERVICING.
- Policies:
- (1) The Town will encourage the efficient use of land through infilling, rehabilitation and redevelopment of the existing built-up area.
 - (2) The Town will encourage contiguous development in order to make use of existing public services and capital facilities, to promote the economical provision of transportation facilities, utilities, and social services, and to reduce land use conflicts.
 - (3) The Town will encourage the integration of new development with older residential or downtown areas in a manner which is sensitive to the function, appearance and character of the existing area.
 - (4) The Town will ensure that agricultural land remains in agricultural use until no alternative location for urban development is reasonably available.
 - (5) The Town favours future residential expansion to the south and west of the presently developed area of the Town.
 - (6) The Town is committed to the preservation and strengthening of the present central business district as the primary commercial and business area of Devon.

FIGURE 4
FUTURE URBAN FORM



-  Residential-low density
-  Residential-medium and high density
-  Community Facilities
-  Open Space-Recreation
-  Commercial
-  Industrial
-  Urban Reserve



Metres 0 200 400 600
Feet 0 200 400

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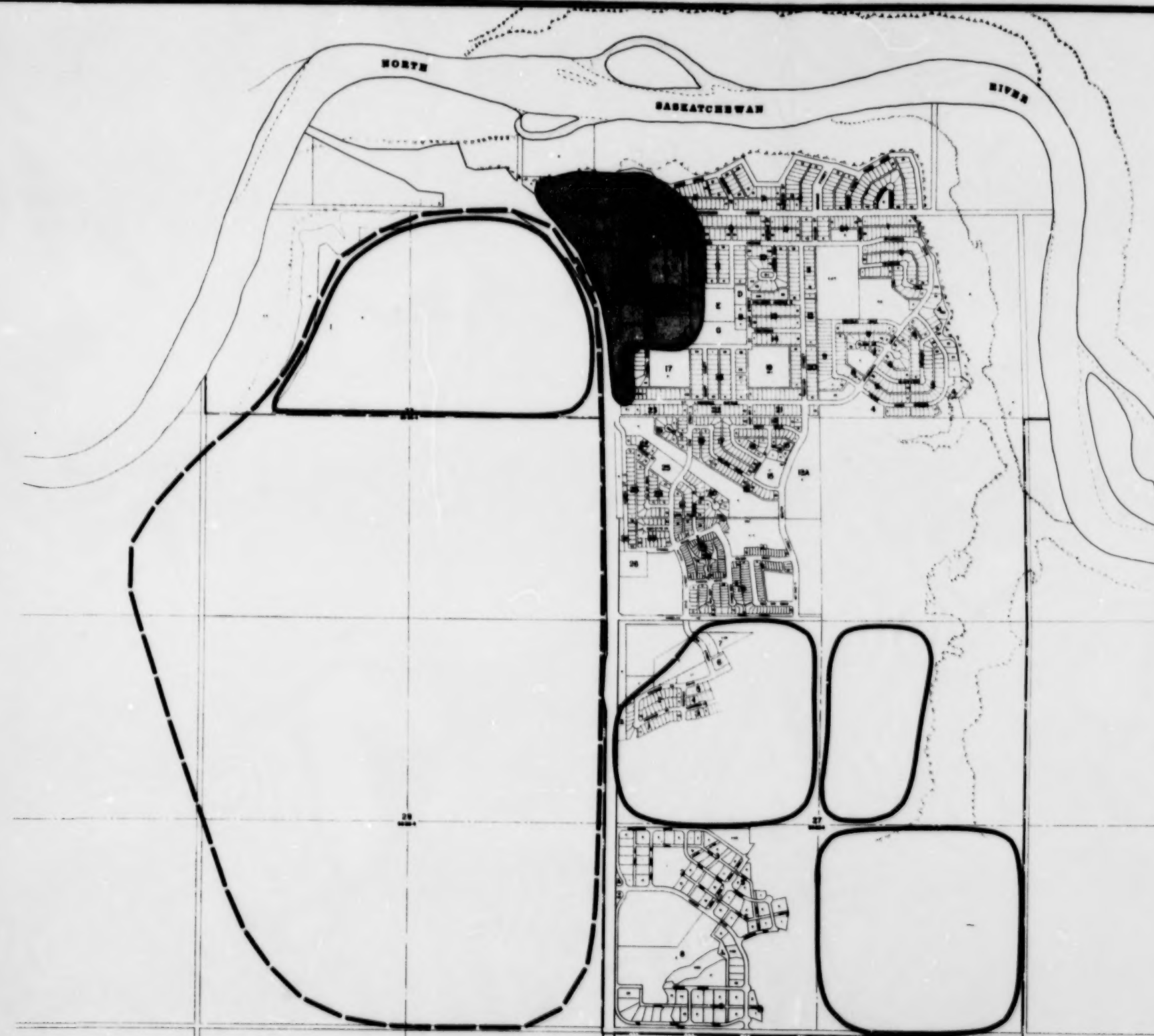
FIGURE 5
PLANNING AREAS

-  Area Structure Plans
-  Area Redevelopment Plan
-  Comprehensive Development Plan

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Metres 0 200 400 600
Feet 0 200 400

- (7) The Town will continue to develop the existing central business district as an attractive community focus for the Town's administrative and cultural activities.
- (8) The Town will evaluate the North Saskatchewan River Valley and undertake land use planning compatible with the recreation and open space potential of the River Valley.
- (9) The Town will continue to develop the recreation potential of the North Saskatchewan River Valley and the ravine system.
- (10) The Town will encourage, where appropriate, the conservation and improvement of natural features.
- (11) The Town will encourage future light industrial development in the Devonian Business Park.
- (12) The Town will require that all subdivision and site plans consider the existing vegetation, topography, wildlife, soils, drainage and climatic conditions.
- (13) The Town will endeavour to maintain at least a twenty year supply of land within its boundaries for urban development.
- (14) The Town supports in principle the annexation of those lands required to ensure at least a twenty year supply of future residential and industrial land.
- (15) The Town may require that an Area Structure Plan be prepared prior to an application for subdivision.

The Area Structure Plan shall:

(a) describe:

- (i) the sequence of subdivision and development proposed for the area;
- (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area;
- (iii) the density of population proposed for the area, either generally or with respect to specific parts of the area;
- (iv) the location of transportation and pedestrian routes and public services and utilities requirements;

- (v) the provision of Municipal Reserve(s), Municipal/School Reserve(s), Environmental Reserve(s) and park or school land not included under a reserve category; and
- (vi) the preservation of physical features.

and

- (b) contain such other matters as Council considers necessary.
- (16) Where there is no bylaw adopting an Area Structure Plan all applicants for residential development, with or without other associated land uses, shall, at the option of the Town, submit an Area Structure Plan if one or more of the following conditions apply:
- (a) the title area(s) will be developed in more than one stage, requiring a series of subdivision applications;
 - (b) the subdivision application(s) will create a substantial number of residential parcels;
 - (c) the proposed development will create a mixture of residential and commercial and/or industrial land uses;
 - (d) the proposed development will mix housing of differing types; and
 - (e) stormwater management and/or public utility systems are required.
- (17) The Town may require the preparation of a detailed servicing scheme prior to Area Structure Plan or subdivision plan approval in order to determine the feasibility of all subdivision proposals.
- (18) The Town may require the inclusion of servicing concepts and detailed geotechnical studies as part of Area Structure Plans and/or prior to the approval of subdivision plans, in order that the serviceability and suitability of the land for the proposed uses may be determined.
- (19) The Town will not adopt a rigid staging of development areas but, rather, will require proposed developments to contribute to the evolution of the Town's overall transportation and utilities system, at the applicant's cost for those services directly attributable to new development.

Transportation

The implementation of long term land use objectives and development strategies must be integrated with a municipal transportation system. The General Municipal Plan format provides a framework to define and coordinate the existing transportation system in a manner which supports and promotes development within Devon while insuring traffic safety and the efficient movement of people, goods and services. Additional transportation related issues, such as environmental impacts, design standards and the development of a road pattern for undeveloped areas of Devon, are also incorporated.

Within Devon four levels of roads form the existing road hierarchy network. The three highest levels are shown on Figure 6 - Future Roadway System.

(1) Expressway

The primary purpose of an expressway is to provide inter-provincial through traffic service. Expressways are designed to allow for free flow - high speed traffic movement, with access limited and strictly controlled by Alberta Transportation. Highways 60 and 19 currently provide this function.

The four existing access points to Highway 60 are at Athabasca Avenue, St. Lawrence Avenue, Miquelon Avenue, and Derrick Drive. The existing access to Highway 19 is at the section line at the southeastern boundary of Devon. Future access has not been determined for the area west of Highway 60. A future access point to Highway 19 is planned at Derrick Drive.

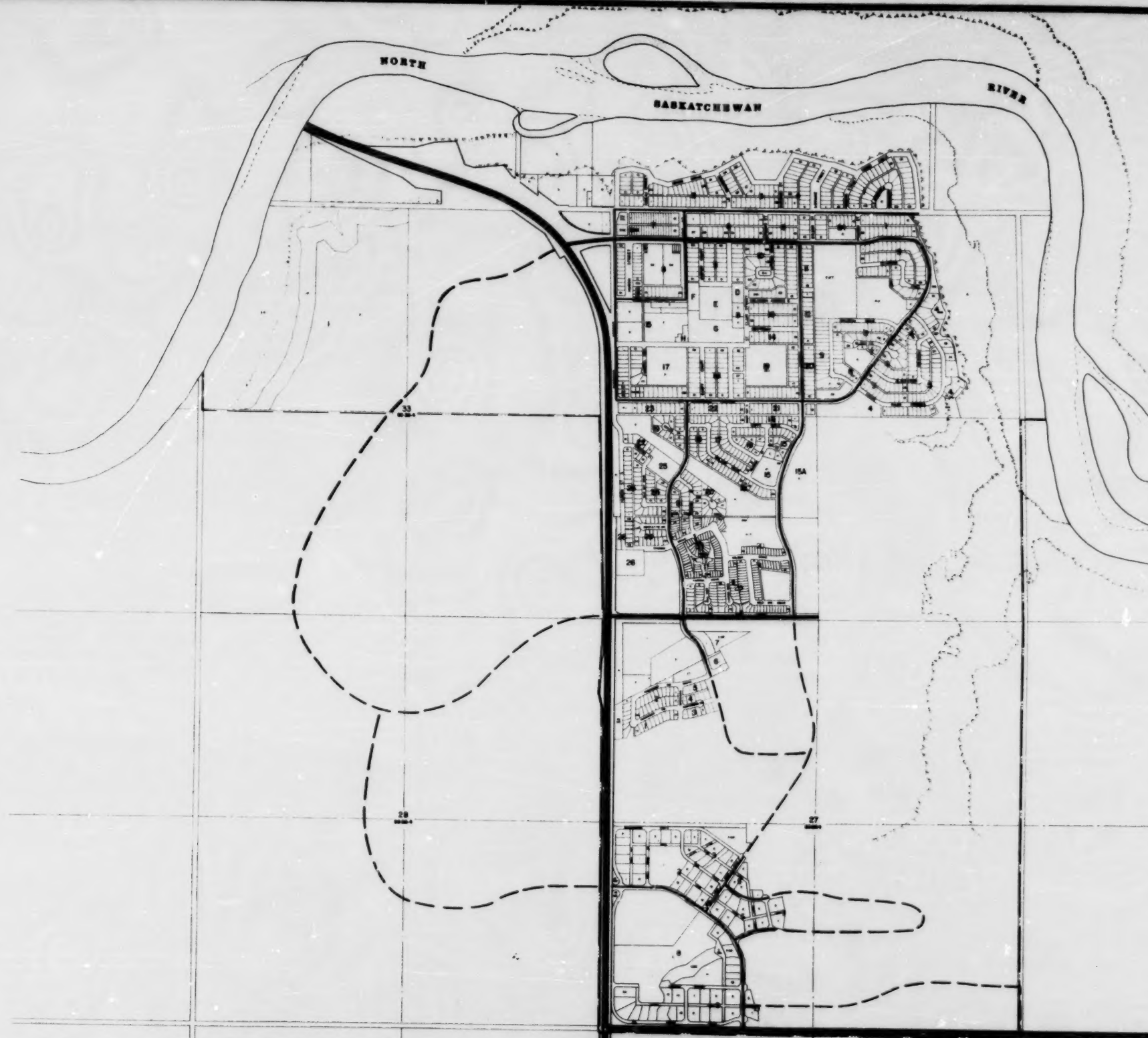
With increasing volumes of traffic, there is an immediate need to establish the type and location of fixed long term access points to Highway 60 and 19. At present, there are too many access points and, without a plan for the undeveloped areas, the problem of access control will intensify.

The existing bridge alignment and structure over the North Saskatchewan River needs to be corrected. Alberta Transportation is considering, in its long term plans, twinning the bridge and the Highway 60 corridor, however, no specific plans or alignments have been identified. The future of the existing bridge remains unclear.

(2) Arterials

These roadways are intended to move large volumes of traffic with minimum interruptions and to connect the principal traffic generation areas within a community, mainly the residential and employment areas. In many smaller communities, only a few roadways are identified as urban arterials.

FIGURE 6
FUTURE ROAD SYSTEM



- Existing
- Expressway**
 - Arterial**
 - Collector**
- Proposed
- Collector**

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The two roadways within the Town which adequately perform this type of function are Miquelon Avenue and Athabasca Avenue. Miquelon Avenue serves the main employment generating area and is a main truck access route into the ESSO Resources Plant. Athabasca Avenue serves the commercial-institutional core and acts as an access route to the major residential areas.

Highway 60 acts as a north-south arterial connection, linking the residential and future employment areas (Devonian Business Park), because there is no internal continuous north-south arterial. Consequently, a linking system of arterial and collectors throughout the developed and undeveloped parts of Devon, need to be promoted.

Access to the arterials should be restricted to intersections with collectors and other arterials spaced at 200 m to 400 m intervals, with no direct access to individual properties. The existing arterial road network provides a 1.6 km (one mile) spacing between access points to Highway 60 and it is likely they will remain the long-term access points.

(3) Collectors

These roadways are usually designed to collect traffic from local roadways and carry it to arterial roadways. Urban collector streets provide limited through traffic and land access to adjacent properties on low volume roads.

Several roadways can be classified as urban collectors: Derrick Drive, Michigan Street, Erie Street (north and south), St. Lawrence Avenue, Superior Street, Columbia Avenue, Huron Street, Saskatchewan Drive and Athabasca Drive.

A collector roadway needs to be established to link internally the residential portions of Devon with the employment area (Devonian Business Park). Therefore, Michigan Street should be extended to Kelly Street and form a free-flowing road with a minimum of intersections. To accomplish this, Michigan Street should be designated as a collector road, have more restricted access to land than other collectors and be constructed to the standard of a collector. The main continuous road in the area west of Highway 60 should receive the same designation. The proposed transportation study should specify road widths and access standards.

The collector streets in the downtown area form a loop which allows for continuous movement from the central area to the institutional and business areas. These streets need to be protected and enhanced to prevent their mobility function from degenerating.

A collector road system needs to be established between the Devonian Business Park and the development taking place to the east.

(4) Local Streets

These roadways principally provide direct access to abutting properties. Because they are not designed to move large volumes of traffic, they need not be continuous and may allow on-street parking. These roadways should be connected to other local roads or collector roadways and operation speeds should be low.

This designation applies to all roadways not previously specified.

From the review of arterials and collectors currently in place, a number of problems concerning transportation planning and land use considerations have been identified. The problems itemized below include possible solutions.

(1) Roadway System Continuity

The existing road functions have not been defined, therefore a roadway hierarchy and guidelines for geometric standards of the road functions must be established.

A north-south collector route to join the industrial and residential areas must be defined, together with a long term roadway system plan. Important roadway corridors need to be identified and protected because of their important mobility and continuity functions. As future roadway alignments are conceptual, specific alignments will need to be established during the area structure plan stage.

(2) Control of Access to Arterials

Access to these roadways need to be minimized, particularly in the new areas, in order to preserve their principal function for traffic movement. In older areas it may not be possible to improve the situation. Access to arterials in new developments should be provided from available adjacent collector and local roadways.

(3) Grade Level Highway Crossings

There is a constant need to upgrade safety protection at these locations as traffic volumes increase. To provide adequate linkages across the highway, significant additional costs may be incurred for road improvements, overpasses or interchanges. Inconvenience will intensify as the community develops and local traffic patterns mix with long distance travel patterns.

Two approaches should be taken on this issues:

- (a) development across Highway 60 should be avoided until a developed access control plan is in place for Highway 60; and
- (b) a suitable design location for an at-grade intersection to service the area west of Highway 60 should be established.

(4) Locating Truck Routes

It is usually safer and less disruptive to restrict large trucks to specific high standard roadways than allow them to travel randomly through the community. This approach allows for the separation of noise sensitive land uses such as schools, hospitals, and residential areas.

A truck route system located on arterials needs to be outlined so that the industrial and commercial areas are connected with the highways.

(5) Central Business District

The existing retail core is spread over a large area with varied uses and parking arrangements. Conflicts with circulation (people and cars) and on-street parking results.

Solutions could include encouraging the use of adjacent vacant lots for parking; developing employee designated parking areas and changing to parallel parking on Athabasca Avenue. However, these issues are beyond the scope of a General Municipal Plan and should be covered in a transportation study.

(6) Public Transportation

The Town of Devon has two charter transit services. The first is a sixty passenger converted school bus operated by the Kinsmen Club. The second is a sixteen passenger mini-bus operated by the Pioneer 73 Club. ByWest Translines has recently started a taxi operation and Canadian Coachways provides daily bus service to Edmonton.

A community of less than 10,000 persons has a limited opportunity to provide transit service and costs for providing any transit service are substantial.

A long term municipal policy, which recognizes the benefits of providing mobility to those who would require assistance, could be developed. However, before any program is initiated, careful review and investigation into the need for service, potential ridership, maintenance and costs of services are required.

(7) Long Range Transportation Plan

It is appropriate, when completing a General Municipal Plan, to examine the land use planning objectives of the Town in conjunction with the transportation network, because roadway improvements represent an expensive utility which the municipality provides.

The many transportation related issues which need to be addressed in a more specific form include the future of Highway 60, the new bridge alignment, long term access to Highway 60, new at-grade access for land west of Highway 60, and the need for a truck route.

Therefore, a transportation plan is needed, which will identify long range roadway system requirements and gradually evolve as time and municipal finances permit.

(8) Roadway Design Standards

Roadways can be constructed to varying standards to meet the requirements of a particular municipality. A standard must be considered, along with the expected use of the roadway, the costs and the availability of land.

It is important to assess various geometric cross-sections and alternatives in terms of their role in filling an immediate need and in being flexible enough that the roadway can expand in the future without the purchase of additional land for road rights-of-way requirements.

Therefore, it is recommended that the Town's development and design standards be updated to adopt and apply simpler road hierarchy (arterial, collector, and local), to investigate other roadway standards and to adopt more conservative road standards which will provide a good quality of roadway while controlling rights-of-way and costs of construction.

Municipal Goals, Objectives and Policies

Goal: D. To provide an efficient transportation system for the Town of Devon, to meet the community's short and long term requirements.

Objective: 1. TO CLASSIFY ALL ROADWAYS, BOTH EXISTING AND PROPOSED, IN A FUNCTIONAL CLASSIFICATION SYSTEM.

Policies: (1) The Town will establish a three-level (arterial, collector and local) road hierarchy system and apply it to existing and proposed roads.

(2) The Town will adopt by bylaw and enforce a truck route system.

(3) The Town will establish a general guide for geometric road design features either through a transportation study or an update of the Development Procedures and Design Standards.

Objective: 2. TO IDENTIFY AND RESOLVE TRANSPORTATION CONCERNS AND ISSUES.

- Policies:**
- (1) The Town, in cooperation with Alberta Transportation, will conduct a transportation study to identify the following:
 - (a) the future of Highway 60;
 - (b) the new bridge alignment;
 - (c) long term access to Highway 60;
 - (d) an at-grade access for the land west of Highway 60;
 - (e) a truck route system;
 - (f) a roadway hierarchy;
 - (g) roadway design standards; and
 - (h) an access between the central business district and land in the River Valley east of Highway 60.
 - (2) The Town will establish a plan of arterial and collector roads throughout Devon to link the developed and undeveloped parts of Town.
 - (3) The Town will consider, as a long term policy, the provision of public transportation, particularly to residents with limited mobility.

Objective: 3. TO IDENTIFY PLANNING PRINCIPLES TO BE USED FOR FUTURE ROADWAY DEVELOPMENT OR EXPANSION.

- Policies:**
- (1) The Town should not develop west of Highway 60 until an access control point is in place for Highway 60.
 - (2) The Town will identify Michigan Street as a major collector road to link the Devonian Business Park to the existing residential areas.

Residential

The two objectives which relate directly to residential design and development are: to provide suitable types of housing to meet varying space requirements, economic circumstances and aspirations and ensure a good standard of housing; and to establish development principles and design guidelines which provide a safe, quiet, convenient and attractive residential environment.

The current housing stock consists predominantly of single family detached dwellings. Until more local employment opportunities are created, growth will be primarily dependent on the in-migration of a commuter population. The residents have indicated that the major reasons for moving to Devon were its small town attributes and the lower cost of housing. Thus the Town should retain its low density character, with the majority of the new housing being developed to suit the needs of the in-migrant population.

Over the long term, the Town of Devon has expressed a desire to become a more self-contained and self-sufficient community. This implies encouraging additional population growth and the development of industrial and commercial activities, which will result in a need to broaden the choice of new housing available to a more diversified population.

Recent trends indicate a steady and continuous decline in the household size. One way of dealing with this change and maintaining the lower cost of housing, is to reduce unit and lot sizes, since a smaller household would not require as much space. Examples include: changing the ratio of single family detached units to multi-family units; zero-lot line housing; small-lot housing and duplexes.

Public reaction to these housing issues and the residential design implications must be considered. Results from the community survey indicate that the majority of the residents prefer lower density housing types (single family on conventional lots, and duplex/semi-detached units) to higher density. The exception is senior citizens' housing which was considered as desirable as conventional single family.

In order to estimate the amount of land required for residential purposes, an inventory of existing residential land was conducted. Assuming an average occupancy rate of 3.0 persons per dwelling unit, an estimated 1,965 additional persons could be accommodated within the existing vacant land. However, the Town has a large amount of vacant land in the medium and high density classification. Therefore, if all the vacant serviced land within the Town were to be developed, the housing ratio between single family and multiple family units would increase in favour of the multiple family. This would result in a higher density than is desired. It is recommended that the overall density for the Town of Devon conform with the previous General Municipal Plan, which recommended 12.0 units per gross developable hectares or 36 persons per gross developable hectare.

Table 6 outlines the projected population and types of housing required for Devon in five year intervals. The calculation for the housing units required assumes an occupancy rate of 3.0 persons per dwelling unit and that the housing ratio is 80.0 percent single family housing units to 20.0 percent multiple family housing units. The single family housing is equivalent to the land use classifications of R-1A, R-1B, R-1C, R-1D, and R-2. The multiple family is equivalent to R-2M and R-3.

As outlined in Table 6, 169 housing units will be required by 1986; 135 single family dwellings and 34 multiple family dwellings. As 140 undeveloped single family lots are currently available, development of additional single family lots should be initiated in three years. Additionally, 245 units of multiple family units could be developed within the existing built-up area on land zoned medium and high density. This figure is in excess of the total required by the year 2006.

Since there is sufficient land in the medium and high density land use classification within the existing urban area, it is recommended that the high density (R-3) category of land be restricted to the areas adjacent to the downtown. Therefore, in new development areas (area structure plan areas) the medium density category (R-2M) would represent the highest density allowed.

TABLE 6
PROJECTED HOUSING REQUIREMENTS

Year	Projected Population	Population Increase	HOUSING UNITS REQUIRED		
			Total	Single Family	Multiple Family
1983	3,931 (existing)				
1986	4,439	508	169	135	34
1991	5,071	632	210	168	42
1996	5,794	723	241	193	48
2001	6,619	825	275	220	55
2006	7,562	943	314	251	63
TOTAL			1,209	966	242

In addition to specifying a housing ratio of 80.0 percent single family housing units to 20.0 percent multiple family (R-2M), the total number of small lot housing units should be specified. A ratio of 80.0 percent single family dwelling units on conventional lots to 20.0 percent single family dwelling units on small lots is recommended.

Table 6 indicates that 1,209 dwelling units, occupying approximately 101 gross hectares will be required by 2006. Approximately 60.0 gross hectares of land are available on the east side of the highway and south of the present development. Therefore, the development of approximately 40 gross hectares of land on the west side of the highway will be required by the end of the century.

The remaining land west of the highway and within the Town boundaries will be sufficient for several years after the turn of the century. However, prior to any development occurring west of the highway, a comprehensive study of all the land west of the highway, within and outside the boundary, should be conducted to ensure the development capability of those lands to the south of the present boundary. The plan will also ensure the economical and efficient integration of those lands with the existing Town and within the area.

Development of new residential areas must proceed prior to the development of all the existing lots in order to provide a continuous supply of lots and to maintain a competitive market. However, to avoid an oversupply of serviced land, the housing situation should be monitored to determine the need, rate and location of future development. Generally, new subdivisions should be initiated when seventy-five percent of the most recent stage of subdivision becomes occupied.

These projections must be used cautiously. They are estimates based on many assumptions including future population, housing density, and occupancy rate. If any of these factors should change, the estimates would also change.

Devon has attracted residents because of the small town atmosphere and the lower cost of its housing. Part of the attraction of a small community is its proximity to facilities, particularly educational and recreational facilities. Family-oriented housing types should be located in areas with convenient and safe access to school and park sites. Housing types which cater to households without children (particularly apartments) may be better sited in areas with easy access to shopping facilities and places of work. Senior citizens' housing should be located on sites best suited to the special needs of the elderly, this includes being within five or six blocks of shopping, banking, medical and other personal services.

In an effort to maintain the single family orientation and the compact form of the community, additional residential development should proceed on the neighbourhood concept, with the school and recreational facilities in a central location. New development should tie into the existing community as much as possible to prevent a feeling of isolation on the part of the new residents. The central business district should continue to be the central focus of the community.

Municipal Goals, Objectives and Policies

- Goal: E. To encourage the provision of a variety of well designed and affordable types of housing and high standards of neighbourhood and site design for all future development and redevelopment.

Objective: 1. TO ENSURE THE DEVELOPMENT OF SUITABLE TYPES OF HOUSING TO MEET THE NEEDS OF EXISTING AND PROSPECTIVE RESIDENTS.

- Policies:**
- (1) The Town, in cooperation with private developers and/or other government agencies, will endeavour to:
 - (a) provide a variety of housing types, and a range of dwelling and lot sizes to meet the socio-economic needs of existing and prospective residents;
 - (b) ensure that there is an adequate supply of rental accommodation;
 - (c) continue to provide senior citizen housing according to local requirements, and encourage the location of senior citizen housing on sites which best meet the special needs of the elderly; and
 - (d) investigate the need for government assisted housing programs.
 - (2) Single detached dwellings should be the predominant housing type in new residential areas, however forms of alternative housing forms should also be provided.
 - (a) The average density in new residential areas should be a maximum of 36 persons per gross developable hectare (14.5 persons per gross developable acre) or 12.0 units per gross developable hectares.
 - (b) The average housing mix in new residential areas should be no less than eighty percent single family dwellings and no more than twenty percent multiple family housing.
 - (c) The single family housing should be developed at a minimum of eighty percent conventional lot size and a maximum of twenty percent small lot size.
 - (3) The Town will encourage, wherever practical and desirable, the infilling of vacant lots and redevelopment in residential areas in order to maximize the use of existing services and facilities.
 - (4) The Town will allow successive stages of subdivision only when the majority of the lots in any previous stage have been issued building permits or when the developer can clearly demonstrate that the lots in a successive stage will be developed within a short period of time.

- (5) Each stage of residential development should be large enough to offer a variety of housing projects and to meet anticipated residential demands.
- (6) The Town should ensure that all amenities, such as parks, landscaping or recreation facilities, are developed along with the construction of the dwelling units.
- (7) The Town should review the growth rate and staging of development on an annual basis.
- (8) Areas designated for future development or redevelopment may be subdivided and developed for future residential use provided the Town is satisfied that this expansion:
 - (a) would be a logical and contiguous extension of existing developed land;
 - (b) would not force the Town or the developer into premature extensions of roadways and utilities or require future residents to travel long distances to schools, parks or community facilities; and
 - (c) is necessary to meet projected residential demands, as demonstrated by the developer, based on an analysis of historical and predicted residential lot absorption figures.

Objective: 2. TO PROVIDE A HIGH QUALITY OF HOUSING AND A HIGH STANDARD OF SITE AND RESIDENTIAL DESIGN FOR ALL FUTURE DEVELOPMENT AND REDEVELOPMENT.

- Policies:**
- (1) The Town will ensure compatible relationships between different housing types and densities in new residential areas by:
 - (a) avoiding significant differences in density by means of a gradual transition in housing form or through the use of buffering;
 - (b) creating homogeneous sub-neighbourhood units;
 - (c) limiting the size of parcels and length of street frontage used for multiple unit residential development; and
 - (d) developing vacant well sites to a density compatible with adjacent neighbourhood density.
 - (2) The following policies are intended to be used as guidelines for multiple family housing development:

- (a) multiple family dwellings should be located in convenient proximity to major community facilities, transportation routes, public transit, schools, recreation areas and/or commercial areas, depending on the needs of the anticipated occupants;
 - (b) innovative multiple family housing schemes will be encouraged where it has been demonstrated that they will be attractive enough in design and price to warrant the relaxation of conventional standards;
 - (c) the Town will ensure that multiple housing sites are dispersed within a neighbourhood rather than concentrated in one location;
 - (d) each multiple family site should contain an adequate amenity area of a type needed to serve the specific density, location and type of development;
 - (e) multiple family sites with direct access to an arterial or collector road should be served by a separate residential and/or collector road system; and
 - (f) the site requirements and other provisions relating to multiple family developments established in the Land Use Bylaw should be strictly enforced and considered to be the minimum acceptable standard.
- (3) The Town shall control the number, extent, and location of smaller lots with reduced frontages of less than 15 m and a reduced area of less than 510 m².
- (a) In determining the number and extent of small lots to be allowed, the Town shall consider the following in making a decision:
 - (i) cost reduction over conventionally sized lots in the Town;
 - (ii) current inventory and apparent marketability of small lots;
 - (iii) aesthetic appearance and design of small lot neighbourhoods;
 - (iv) impact of small lot neighbourhoods on traffic, parking, demand for public services, park and recreational facility use;
 - (v) success of small lots in Devon and other communities; and

- (vi) any other factors deemed necessary by the Town.
- (b) Small lots shall be integrated into new predominantly single family residential neighbourhoods but shall be separated through the use of cul-de-sacs or clusters; or shall be located in separate or distinct sections of existing neighbourhoods in order to protect established areas from change.
- (4) The Town will encourage non-family type accommodation to be directed to areas with easy access to employment centres and community facilities.
- (5) The Town will encourage the location of senior citizen housing on sites and in developments which best meet the special needs of the elderly.
- (6) The Town will require any future mobile home parks to be situated in appropriate locations and incorporated into the overall community.
- (7) The Town will adopt the neighbourhood as the basic planning unit for future residential development and redevelopment, so that schools are located within large areas of single family and family oriented multiple housing.
- (8) The Town, by adopting and developing a street hierarchy system, will ensure that in residential areas the nuisance factor associated with roadways is kept to a minimum and that a safe environment for pedestrians is ensured.
- (9) The Town will endeavour to minimize noise in residential areas through site planning, dwelling orientation, landscaping or noise barriers.
- (10) The Town will encourage varied house placement and setbacks, and the sensitive treatment of exterior building materials, to avoid monotony.
- (11) The Town will ensure that any multiple family housing development and future mobile home parks are well-designed, adequately landscaped, and compatible with adjacent developments.
- (12) The Town will ensure that the design, location and size of parking areas in multiple family housing developments are functional and aesthetically pleasing.

- (13) In the review of plans and subdivision proposals, the Town should give consideration to:
- (a) the design of more energy efficient subdivisions using such techniques as the increased use of south oriented dwelling units to maximize exposure to the sun and careful siting of landscaping to maximize winter sunlight and summer shade;
 - (b) the use of architectural control on major developments;
 - (c) the development of various focal points in residential areas in order to encourage community cohesion and interaction; and
 - (d) variation in residential front yard setbacks to offer a potentially more interesting streetscape, while reinforcing the rear yard as the prime use area for individual residential dwellings.
- (14) The areas designated for future residential development, are intended for residential use but have not undergone any formal subdivision application. Therefore, the following regulations shall apply to these areas:
- (a) It is intended that these lands shall remain in agricultural use, subject to:
 - (i) intensive livestock operations not being permitted in these areas; and
 - (ii) the number of single family dwelling units allowed on each parcel of land according to Section 78 of the Planning Act, R.S.A, 1980.

Objective: 3. TO ENSURE THAT AN ADEQUATE STANDARD OF MUNICIPAL RESIDENTIAL SERVICES WILL BE AVAILABLE TO THE RESIDENTS OF ALL TYPES OF HOUSING.

- Policies:**
- (1) The Town will ensure that the location and types of open space, transportation routes and neighbourhood facilities and services correspond to the density and demographic characteristics of the neighbourhood.
 - (2) The Town may wish to reassess periodically its standards and regulations for house setbacks and lot sizes, road widths and servicing.

Commercial

The community survey results reveal that Devon's residents shop in Edmonton for higher order goods and services and shop locally for lower order goods.

The economic function of a community plays a large role in influencing the amount of commercial floor space it can support. A community functioning as a dormitory centre does not require as many establishments or functions or as much retail floor space as a holiday-recreation centre. As long as a community remains a dormitory centre, retail floor space requirements are about 2.5 m² per capita, compared with the commercial requirements of a recreation centre which are 4.4 m² per capita.

Devon's current Gross Floor Area (GFA) per capita value is 3.2 m², which is higher than for the average for dormitory communities, but it could be influenced by a change in the function of the community.

On the basis of the GFA projections provided in the Economic Development section, Table 7 indicates the quantity and timing of the floor space requirements.

TABLE 7

COMMERCIAL FLOOR SPACE REQUIREMENTS

Year	Projected GFA (m ²)	Projected Land (net hectares)	GFA Increase (m ²)	Land Increase (net hectares)
1983	(18 725)	(16.8)		
1986	20 384	7.3	1 659	0.6
1991	22 848	8.2	2 464	0.9
1996	25 632	9.2	2 784	1.0
2001	28 800	10.3	3 168	1.1
2006	32 352	11.6	3 552	1.3
TOTAL ADDITIONAL			13 627	4.9

Note: Numbers in brackets indicate existing GFA and hectares.

Currently in Devon, 10.9 net hectares of commercial land are either used for commercial purposes or are vacant but within a commercial land use designation. An additional 5.9 hectares are within the commercial land use category but are used for other purposes, mainly industrial. Therefore, by the turn of the century, the non-conforming uses will have to relocate or additional land will need to be designated commercial.

Since Devon has more land designated commercial than is required for the next twenty-five years, the relocation of the non-conforming uses is recommended. The majority of these uses are industrial and should be encouraged to relocate to the Devonian Business Park.

In keeping with the Town's policy to preserve the downtown areas as the major central business district, the Town should prepare a Central Area Redevelopment Plan. A strong downtown core not only enhances the local economy within the community, but also develops the Town's identity and provides a central focal point in which social interaction may occur.

The strength and vitality of a municipality's downtown area depends not only on its relative size but, also on the types, intensities and arrangements of the various land uses it contains. The most dominant and important land use in a downtown is retail trade, complemented by a variety of service establishments and office developments.

Furthermore, the continued viability of the downtown area also requires that its retail component include a major facility such as a community size mall capable of acting as a powerful anchor for the whole central commercial area.

Two factors may influence the timing and land requirements of future commercial requirements. First, if the function of Devon changes to a predominately industrial or recreation centre the need for commercial land will be accelerated, requiring the earlier relocation of the non-conforming uses. However, if buildings are constructed to be cost efficient, an increase in the density is likely to occur or, alternatively, the developer could be encouraged to increase the density. If the density were to increase, the amount of land required will decrease.

Additional Vehicle Orientated Commercial (C-3) may be required in the future and a location on the west side of Highway 60 directly opposite the existing C-3 classification is recommended. This area should be considered in conjunction with residential development west of Highway 60 and should be included in the comprehensive development plan recommended previously. The C-3 category would be required at the time of twinning the highway to provide vehicle oriented services to south bound travellers and to provide neighbourhood convenience services to the residents west of the highway.

Municipal Goals, Objectives and Policies

Goal: F. To strengthen and diversify the overall commercial function of the Town in order to provide a variety of commercial services and employment opportunities to local residents.

Objective: 1. TO ENCOURAGE THE CONTINUING DEVELOPMENT OF A FULL RANGE OF COMMERCIAL ACTIVITIES IN THE TOWN.

- Policies:**
- (1) The Town shall designate lands of sufficient size and in suitable locations in order to provide for a variety of types of commercial areas.
 - (2) The Town will strive to maintain the downtown area as the major location of the municipality's commercial floor space.
 - (3) The Town may permit one convenience shopping area, no greater than 0.4 hectares (1 acre) in size, per neighbourhood.
 - (4) The Town will permit those commercial activities which require large storage areas or which serve the travelling work force to locate in the Devonian Business Park or the Vehicle Oriented Commercial land use district.
 - (5) The Town will encourage commercial development as part of an effort to attract additional shoppers to the municipality and to increase the proportion of shopping done in Devon by local residents.

Objective: 2. TO PROMOTE SAFE, EFFICIENT AND ATTRACTIVE COMMERCIAL AREAS.

- Policies:**
- (1) The Town will prepare an Area Redevelopment Plan for the central business district of the Town to guide all public and private redevelopment in the existing central business district.
 - (2) The Town will encourage redevelopment of, and increased density, in the existing central business district.
 - (3) The Town will encourage new office development and redevelopment in the central business district.
 - (4) The Town will encourage new major commercial facilities to locate within the central business district.
 - (5) The Town will encourage private sector assistance and involvement in the preparation of a detailed Central Area Redevelopment Plan.
 - (6) The Town will define, in conjunction with the preparation of the Central Area Redevelopment Plan, a comprehensive parking policy for the downtown and the rest of the municipality.
 - (7) The Town will encourage commercial development to be of the highest quality, particularly adjacent to major transportation routes.
 - (8) All new building and site design within the central business district shall have regard for the scale and character of the surrounding area.

- (9) The Town shall encourage pedestrian traffic in the central business district by developing a series of connecting walkways, safe pedestrian crosswalks and interesting public spaces.
- (10) The Town should encourage other land uses, such as recreational, entertainment, institutional, cultural and higher density residential development, to promote variety, interest and form in the central business district.
- (11) Central Business District uses shall not encroach upon existing residential neighbourhoods unless it can be demonstrated to the Town that sufficient alternatives by way of infilling or redevelopment, do not exist.
- (12) The Town should encourage the preservation of historical buildings, focal points and vistas in the central business district.
- (13) Commercial development areas should have direct access to truck routes, arterial roads, and/or highways.

Industrial

Future industrial land requirements are more difficult to project than commercial land requirements. The structural changes that are expected to occur in Devon's economic base, and the economic opportunities that the Town is able to exploit, will determine the industrial land requirements to the year 2006. The situation should be monitored and reviewed periodically during the projection period, to determine changes in the industrial land requirements of the Town.

The population ratio to existing industrial land of 1.1 net hectares per one hundred population is inflated by extensive amount of land required for the operation of the ESSO Resources Plant. For projection purposes a more realistic ratio is provided if the ESSO site is excluded from the existing industrial land calculation.

Existing industrial land totals 10.4 net hectares, or 0.27 net hectares per one hundred population. Table 8, based on population projections and the industrial land ratio, indicates the amount of land required over the next twenty years.

If industrial land consumption were to maintain its existing ratio, there will be sufficient industrial land until after the turn of the century. However, if the existing non-conforming industrial establishments relocate to the Devonian Business Park and if the Business Park is promoted effectively, the land consumption rate would increase. Thus the need for additional developed land would be accelerated.

TABLE 8
INDUSTRIAL LAND REQUIREMENTS

Year	Population	Projected Land (net hectares)	Land Increase (net hectares)
1983	3,931 ^a	22.9 ^b	
1986	4,439	11.9	1.5
1991	5,071	13.7	1.8
1996	5,794	15.6	1.9
2001	6,619	17.9	2.3
2006	7,562	20.4	2.5
TOTAL			10.0

Note: ^a Existing population.

^b Existing designated industrial land, in the Devonian Business Park, excluding land occupied by non-conforming industrial uses.

Additional industrial land could locate either east or west of the existing Business Park. The land east of the Park lies within the Restricted Development Area and has received approval in principle for a mobile home subdivision. If the mobile home subdivision does not proceed to development, the area should be designated for future industrial. This would ensure adequate and easily accessible expansion for the existing industrial land.

However, should the mobile home subdivision proceed, additional industrial land should be located directly west of the existing Park, across Highway 60. This expansion should be examined in conjunction with residential and commercial expansion and should be included in the comprehensive study mentioned previously.

To ensure no further encroachment within the commercial district occurs, expansion of existing or establishment of new industries, within land use categories other than industrial, should be prohibited.

Municipal Goals, Objectives and Policies

Goal: G. To develop industrial activities in Devon to increase local employment opportunities, minimize commuting to work for local residents and strengthen the Town's tax base.

Objective: 1. TO ENSURE THE DEVELOPMENT OF HIGH QUALITY INDUSTRIAL AREAS WHICH ARE COMPATIBLE WITH THE NON-INDUSTRIAL AREAS OF THE TOWN.

- Policies:**
- (1) The Town will continue to require industrial development to locate in the Devonian Business Park.
 - (2) The Town should encourage existing industrial development to relocate from the central business district to industrial areas, when suitable sites become available.
 - (3) The Town will prohibit the expansion of existing or the establishment of new industries within land use districts other than industrial.
 - (4) The Town will encourage the development of fully serviced industrial parks on lands with the best accessibility and greatest suitability for higher intensity industrial land uses.
 - (5) The Town, through its residential development policies, will attempt to attract a diversified labour force.
 - (6) The Town will encourage high standards of industrial subdivision and site design in order to ensure compatibility with surrounding uses.
 - (7) The Town, in cooperation with the developer and through development agreements, shall establish development guidelines to ensure high quality building exteriors and site design.
 - (8) Adequate buffering, such as fences or planted screens, shall be provided throughout the industrial sector, particularly where outdoor storage areas abut other properties, public roads and/or municipal reserves.
 - (9) The Town shall not permit noxious and unaesthetic industrial uses to locate in close proximity to residential and open space areas.
 - (10) The Town will ensure that industrial development adjacent to arterial and major collector roadways in industrial areas is of the highest quality.
 - (11) Industrial areas should have direct access to truck routes and highways.

Community Facilities

In terms of generally accepted standards, Devon has enough open space to meet the needs of the population which could reside within the presently developed area. The majority of this land is within the River Valley and, thus, within the Restricted Development Area. The Town has initiated a study of the river valley to determine the uses best suited to the valley. From the community survey, it would appear that the residents favour development which would have little or no effect on the existing environment, such as outdoor recreation activities.

The area adjacent to Robina Baker School contains two churches, the swimming pool and arena, and is close to the Town Office, R.C.M.P. office and fire hall. This area, with its central location adjacent to the downtown and existing institutional and recreational development, is ideally suited for a multi-cultural and indoor recreation development.

Although, the Town has sufficient parks and recreational facilities, new subdivisions will be required to provide the ten percent municipal reserve dedication. These reserves are necessary to serve neighbourhood needs and should be located to provide local playgrounds emphasizing play areas for preschool and elementary grade children.

The Open Space Recreation category includes land within the Restricted Development Area and are not available for development without special consent from the Minister of the Environment and the Town of Devon Council.

Although, recreation is the major land use desired in this category, other forms of development will be considered provided the development receives appropriate approval. Land uses other than recreation would be considered on the table land, above the top-of-bank line, while land within the river valley and the ravines should be maintained for recreation use.

To prevent encroachment on the river valley and to avoid problems of potential bank instability, the Town should adopt a policy restricting development within a setback from the geographical top-of-the-bank or geomorphic limit, whichever is appropriate to the particular site development circumstances. The technical merits of each proposal along the top-of-bank must be thoroughly reviewed on a site specific basis, and the investigation will be the basis for establishing the development setback. This setback will also ensure public access to the river valley and ravine system.

The recreation potential of the Edmonton-Devon R.D.A. should be considered in conjunction with the Devon River Valley Study and the Town should be willing to cooperate with neighbouring municipalities to develop these recreational resources.

Municipal Goals, Objectives and Policies

Goal: H. To ensure the provision of community facilities and services to meet the needs of the residents.

Objective: 1. TO PROVIDE SUFFICIENT AREAS SUITABLY LOCATED FOR ACTIVE AND PASSIVE RECREATION PURSUITS.

- Policies:**
- (1) The Town shall require developers to provide sufficient lands for neighbourhood and Town active and passive areas.
 - (2) The Town will stage the construction of recreation areas and facilities in newly developed areas to correspond with the timing of residential construction.
 - (3) The Town will endeavour to locate major recreational areas and facilities, intended for community-wide use, within the central business district.
 - (4) The Town will endeavour to cooperate with other municipalities in the provision of regional scale recreation facilities.
 - (5) The Town shall identify and protect lands which have open space or recreation potential, in the River Valley and ravine system.
 - (6) The Town will assess the recreation and open space potential of lands proposed for public reserve as a result of subdivision.
 - (7) Neighbourhood and subdivision design will ensure that all parks are easily accessible from the residential areas served and that this access is clearly defined and visible to the public.
 - (8) Every park will have sufficient frontage on one or more public roads to allow ease of public access.
 - (9) Pedestrian walkways, sidewalks and bicycle routes should be incorporated into subdivision design to provide a continuous linkage between residential areas and community facilities.

Objective: 2. TO PROVIDE SCHOOL SITES OF SUITABLE SIZE AND IN SUITABLE LOCATIONS FOR PUBLIC AND SEMI-PUBLIC FACILITIES.

- Policies:**
- (1) Each neighbourhood will be of a sufficient size to support an elementary school.
 - (2) The Town will ensure that school sites are located so as to minimize walking distances.

- (3) Pedestrian walkways, sidewalks, traffic lights, crosswalks, footbridges and bicycle routes should be incorporated, where necessary, in the neighbourhood design to reduce lengthy walking distances and to ensure safe routes for children travelling to and from elementary schools.
- (4) The Town will endeavour to provide suitably sized elementary school sites in new residential areas.
- (5) The Town will endeavour, through appropriate subdivision design, to avoid the need to bus elementary students.

Objective: 3. TO PRESERVE THE BASIC LANDSCAPE STRUCTURE.

- Policies:**
- (1) The Town shall identify and protect environmentally sensitive areas, such as steep, unstable slopes, soils of adverse structure, areas of poor drainage or flooding, and other areas that present significant limitations to development.
 - (2) The Town shall identify and protect better agricultural land until such time as the land is required for urban development.
 - (3) The Town should, based on site specific technical investigations, establish a setback limit from future subdivision development to the geographical top-of-the-bank or geomorphic limit, whichever is appropriate.

Municipal Services

Devon's water treatment and sewage facilities have adequate capacity until approximately the turn of the century when the water treatment facilities will be nearing capacity. These facilities should be reviewed periodically, preferably in conjunction with the review of the General Municipal Plan.

Prior to an area structure plan or subdivision plan approval a servicing scheme and geotechnical study should be prepared. This is particularly important when considering the land west of Highway 60. A comprehensive study of these lands should be initiated and should include a detailed servicing capability analysis outlining the methods, locations, staging, problems, and costs of future servicing extensions.

Municipal Goals, Objectives and Policies

- Goal:**
- I. To provide the necessary utility systems to accommodate growth.

Objective: 1. TO GUIDE THE DEVELOPMENT OF EFFICIENT, RELIABLE AND ECONOMIC-AL FACILITIES OF THE HIGHEST ENVIRONMENTAL STANDARD FOR THE PROVISION OF POTABLE WATER AND NATURAL GAS, AND FOR THE DISPOSAL OF SEWAGE, SOLID WASTE AND STORMWATER.

- Policies:**
- (1) The Town will endeavour to ensure the provision, throughout the Town, of a reliable water supply and distribution system; an environmentally acceptable sewage collection and treatment system; and a safe and efficient supply of natural gas.
 - (2) The Town will endeavour to maintain flexibility in the extending of municipal services into newly developed areas and will ensure that developers provide excess capacity to allow extensions into future development areas.
 - (3) The Town will require the preparation of a servicing scheme and detailed geotechnical study prior to area structure plan approval or subdivision approval.
 - (4) The Town will periodically review all utility servicing to determine expected functional lifespan.

Energy Utilities

The planning and operation of pipeline and powerline networks are primarily the responsibility of the gas, oil and electrical power companies with input from the federal, provincial and municipal governments. However, it is important for land use plans to ensure compatibility between energy utility facilities and adjacent land uses.

Energy facilities and their rights-of-way may constitute a constraint to development through the fragmentation of land, urban encroachment and conflict with adjoining land uses. Powerlines may affect development where they intersect the landscape and development pattern, and may create a negative visual impact. In this regard, energy corridors are recognized as an important planning tool.

Urban development should be recognized as the priority activity; and energy resource operations as the interim land use. The issue of priority does not negate the opportunity for co-existence and compatibility between both land uses. Efforts should be made to encourage certain practices on the part of resource companies in order to enhance the compatibility of resource related facilities with urban development. Devon can incorporate measures into the urban development and subdivision approval process to ensure that mitigation measures are incorporated into proposed plans.

Recognizing the more permanent use of pipeline rights-of-way, the Town will require that a setback be established, through negotiation between the developer, the resource operator and other appropriate agencies, to the satisfaction of the Town. However, the Town will not require any additional setback from a flowline easement, recognizing that the flowline is an interim land use and will be removed when the well ceases production, thus allowing full use of the land in the future. Similarly, well sites will require a negotiated setback which will depend on the particular conditions at each well site but will not be less than fifty meters from the well. When production ceases and all surface and sub-surface facilities have been removed, the well site can be developed for urban purposes, providing the design for these sites has been included in the area structure plan.

Municipal Goals, Objectives and Policies

Goal: To protect energy corridors and utility facilities in a manner which minimizes disruption to existing and future development and the environment.

Objective: TO PROVIDE SAFE, EFFICIENT URBAN DESIGN TO INTEGRATE EXISTING ENERGY UTILITIES.

- Policies:**
- (1) Area Structure Plans will integrate existing well sites and pipeline rights-of-way into subdivision design and shall designate future design and proposed land uses of these areas.
 - (2) Area Structure Plans shall identify all existing, proposed and abandoned energy utilities and related resource facilities, including battery and well sites, pipeline rights-of-way, and pipeline characteristics (size, pressure and product).
 - (3) Area Structure Plans will consider access to well and battery sites, land requirements for servicing the facilities, and separation distances for safety and environmental protection.
 - (4) The setback from a well to the nearest occupied dwelling will be a distance to be negotiated, depending on site conditions and requirements of the operator, but will not be less than fifty meters.
 - (5) The minimum setback, to the nearest occupied dwelling should be the edge of a registered pipeline right-of-way or 5 meters from the centreline of the pipeline whichever is greater, or will be established through negotiation between the developer, the resource developer and other appropriate agencies, to the satisfaction of the Town.

- (6) For public institutions such as hospitals, schools, or senior citizens homes, the minimum setback should be 200 meters from the centreline of:
 - (a) any high vapour pressure (HVP) pipeline, or
 - (b) any hydrocarbon pipeline with an outside diameter equal to or greater than 323.9 millimeters (12 inches) and an operating pressure equal to or greater than 3475 kPa (500 psi).
- (7) Future pipeline rights-of-way should be located adjacent to existing rights-of-way to minimize fragmentation of the land.
- (8) Pipelines or powerlines which traverse land proposed for subdivision should, wherever feasible, be relocated into utility corridors.
- (9) When production ceases, the Town will encourage resource industries to remove surface and sub-surface facilities leaving the surface in a condition suitable for urban development.
- (10) Recreation areas should continue to be developed in conjunction with energy utility rights-of-way, where possible.
- (11) The Town will prohibit the drilling of new wells or placement of new pipeline rights-of-way within existing residential districts.
- (12) The Town will encourage resource facility operations to be located within designated industrial areas.
- (13) The Town may require, prior to any major new resource proposal is considered, an overall surface development plan be prepared to promote cooperation among mineral operators, landowners, and regulatory bodies for successful integration of urban land uses and resource land uses.
- (14) The Town may wish to include, in promotional literature, information outlining existing and proposed oil and gas facilities and explain the possible periodic associated nuisance factors.

MUNICIPAL SERVICES

Police Protection

The Town of Devon receives police protection from a five member detail of the Royal Canadian Mounted Police (R.C.M.P.) stationed in the Town. The R.C.M.P. Detachment is housed in a Town-owned building which was constructed in 1981 and has adequate space for the next 10-15 years.

The Devon R.C.M.P. has numerous crime prevention community programs, including Block Parents, Operation Identification, and Operation Provident. Other community programs are available on request.

In addition to R.C.M.P. policing, the Town has a full-time bylaw enforcement officer whose duties are the enforcement of Town land use bylaws and building codes.

The general standard for planning police manpower requirements used in Alberta, and adopted by the Solicitor General's Department, is one regular member for every 800 population. The Devon R.C.M.P. detachment meets this standard with five regular members and one full-time support position.

Most Devon residents are satisfied with police protection in the Town, but feel that some improvements could be made and want a high level of policing to be maintained. The most frequent suggestions for improvement were 24 hour policing, more patrolling and more night patrolling. Furthermore, when respondents were asked to indicate the area where they would prefer to have their tax dollars spent, if a tax increase was necessary to provide services, more respondents chose "police" (23.9 percent) than any of the other ten categories. These responses indicate a desire on the part of the public that a high level of policing be maintained with continued growth and that policing be a high priority area of municipal expenditure.

Municipal Goals, Objectives and Policies

Goal: K. To ensure the provision of protective, health, recreation, education and social services and facilities which will meet the needs of the Town's existing and prospective residents.

Objective: 1. TO PROVIDE THE NECESSARY POLICE PROTECTION SERVICES TO THE RESIDENTS OF DEVON.

- Policies:**
- (1) The Town shall continue to cooperate with the Devon R.C.M.P. Detachment which is responsible for policing the Town.
 - (2) The R.C.M.P. Detachment shall increase its manpower in accordance with the population growth of the Town.
 - (3) The R.C.M.P. shall take such actions as are necessary in order to maintain a high degree of residential satisfaction with their programs (e.g. implementation of a Neighbourhood Watch program).
 - (4) The Town shall continue to give policing a high priority in its municipal expenditure.

Fire Protection

The Town of Devon Fire Department is overseen by a volunteer Chief who is responsible to Town Council. The Town fire hall, built in 1981, has two double-deep bays and one large bay which can hold five vehicles. It has more than adequate space for present needs.

Under the terms of a written mutual aid agreement with the County of Parkland, the Town houses and provides manpower for a County pumper in return for the use of the pumper for Town fires. Ninety percent of all fire calls to the Devon Fire Department are estimated to originate outside the Town.

The Fire Hall contains three pumpers, two owned by the Town of Devon and one owned by the County of Parkland. The County unit, used primarily for fires in the County of Parkland and as a back-up unit by the Town, is rated at fifty percent of pumping capacity for Town fire insurance purposes.

Devon participates in the Alberta Disaster Services program. Emergencies that would cause the program to be mobilized locally include a major motor vehicle accident, sour gas leak, or natural disaster.

Firefighting equipment and manpower requirements are related to the maximum size and intensity of a fire that could be anticipated within a community, based upon the types of construction (residential, commercial and industrial) in that community. The type of construction is related to the pumping capacity in litres per second (gallons per minute) that would be required to extinguish the fire. Based on the existing and projected residential, commercial and industrial development, the Town requires an optimal fire flow (pumping capacity) of 227.3 lps (3000 gpm). The recommended fire flows that should be available for various types of construction within the Town are:

single family residential	75.8 lps (1000 gpm)
town or row housing	90.9 lps (1200 gpm)
apartment buildings	151.5 lps (2000 gpm)
light industrial	227.3 lps (3000 gpm)
commercial	227.3 lps (3000 gpm)
institutional	90.9 lps (1200 gpm)

The available pumpers are deficient in pumping capacity for the present construction. That deficiency could be reduced or eliminated by purchasing an additional pumper.

As a result of recent improvements to the water system, in response to the recommendations of Stanley Associates Engineering Ltd., the Town now has more than sufficient water storage and water pump capacity. In addition, several new water mains and hydrants have been installed in the downtown area.

As the future physical growth of the Town will be to the south and west of existing development, the location of the existing fire hall will serve future growth well. In addition, the fire hall has sufficient room for additional vehicles.

Four men per pumper company is the minimum number of men required to provide effective fire protection with three volunteers considered to be the equivalent of one full-time firefighter, as the response of any one volunteer cannot be assured. Therefore Devon requires an assured response of twelve men. The Devon Fire Department presently has twenty volunteers, including the Fire Chief, with an average response of six to eight men during the day and fifteen at night. Given the lower than required response during summer months and the marginally adequate day response during the remainder of the year, a small increase in the number of volunteers could be justified.

Communities reaching a population of 4,000 to 5,000 often begin to look at appointing a full-time paid fire chief because of the time demands of performing such duties as inspections, training, public education, and investigations of fires. The additional responsibilities placed upon municipal fire departments by the Fire Prevention Act have also increased the tasks of the volunteer fire chief. The Town of Devon is likely to have to give serious consideration to the appointment of a full-time paid fire chief before the target year of this plan.

Devon residents are satisfied with the present level of fire protection, and have few suggestions for its improvement. However, Devon residents are also concerned that a high level of fire protection should be maintained.

Municipal Goals, Objectives and Policies

Goal: K. To ensure the provision of protective, health, recreation, education and social services and facilities which will meet the needs of the Town's existing and prospective residents.

Objective: 2. TO PROVIDE THE NECESSARY FIRE PROTECTION SERVICES TO THE RESIDENTS OF DEVON.

- Policies:
- (1) The Devon Fire Department should continue to provide service to the Town in a manner that will ensure a continued high rate of satisfaction among Town residents.
 - (2) The Town should continue to implement the recommendations of Stanley Associates Engineering Ltd., as stated in the Devon Water System Study of October 1978.
 - (3) In order to achieve the maximum fire flow volumes required to combat a fire of maximum intensity, the Town's pumping capacity should be increased through the purchase of an additional pumper vehicle with a capacity of at least 79.5 litres per second (1050 gallons per minute).
 - (4) The Devon Fire Department should continue to recruit additional volunteer firefighters so that the minimum assured response per fire call is not less than four volunteers per pumper vehicle.
 - (5) The Town may consider the appointment of a full-time fire chief.

Health and Social Services

The Town of Devon has a number of medical services available. In addition to the Devon Medical Clinic, a sub-office of the Leduc-Strathcona Health Unit, and the Devon Ambulance Service, there are (June, 1983) two dentists, an optometrist and a chiropractor.

The existing twelve bed Devon Civic Hospital was built in 1949. A new hospital is currently under construction and is scheduled for completion in March, 1984. New medical services will be available, including surgery, maternity and rehabilitation programs, a more comprehensive laboratory and a new x-ray machine. The new hospital is designed for expansion to a total of 146 beds 100 beds in two active care wings and 46 beds in an extended care wing. The Devon Civic Hospital Board is already in the process of obtaining funding for 23 of the 46 extended care beds.

Many health and social services in Devon are not provided directly by the Town, but by other agencies (the Devon Civic Hospital, the Leduc-Strathcona Health Unit, Alberta Social Services, etc.) or by private individuals and corporations. Therefore, the community survey did not include many questions concerning these services, although a number of respondents felt that, with completion of the new hospital, health services in Devon would be adequate or better.

Community survey results suggest little dissatisfaction with the Town of Devon ambulance service. Many households either had not used the Devon ambulance or were unaware that the service was available. Increasing community awareness and publishing an ambulance phone number were two important suggestions for improving the service.

The community survey results indicated a low level of social service use and that the services requested are those provided by the Leduc-Strathcona Health Unit or Alberta Social Services and Community Health. There is a lack of information and public awareness concerning availability, rather than a lack of programs and services.

The existing Devon Daycare Centre had 51 children registered in April 1983, which is its present capacity. However, only 8.9 percent of the survey households indicated that daycare services in Devon were insufficient and 11.2 percent felt that more afterschool care services were required.

It would appear that the quality and/or quantity of social services are not considered to be an area of local concern.

Municipal Goals, Objectives and Policies

Goal: K. To ensure the provision of protective, health, recreation, education and social services and facilities which will meet the needs of the Town's existing and prospective residents.

Objective: 3. TO ENCOURAGE THE PROVISION OF NECESSARY HEALTH AND SOCIAL SERVICES FOR THE COMMUNITY.

Policies:

- (1) The Town of Devon shall continue to cooperate with such agencies as the Leduc-Strathcona Health Unit, Alberta Social Services and Alberta Mental Health Services to ensure sufficient health and social services for the residents of Devon.
- (2) The Town may wish to monitor changes in population size and characteristics, with respect to future health and social service requirements. This information may be updated and forwarded on a regular basis to the Leduc-Strathcona Health Unit and Alberta Social Services.
- (3) The Town shall endeavour to attract medical specialists to the new civic hospital.
- (4) The Town shall endeavour to increase community awareness, particularly among new residents, of existing health and social services available in Devon.
- (5) The Town shall endeavour to increase community awareness of the existing Town of Devon ambulance service.
- (6) The Town may wish to encourage the service to establish a direct ambulance telephone number. A list of phone numbers for protective services (police, fire, ambulance) could be distributed to all residents and other potential users.

- (7) The Town may eventually wish to consider hiring one or more permanent staff members for the ambulance service.
- (8) The Town will ensure that the construction of all public facilities provides for easy access by the handicapped.
- (9) The Town may wish to explore the possibility of promoting Devon as a regional health care centre.

Parks and Recreation Facilities

The Town of Devon is endeavouring to provide a wide range of recreational opportunities for its own and the surrounding rural population. In 1979, the Town produced a comprehensive Recreation Master Plan. Yearly revisions take into account such factors as projects started or completed; trends in recreation; changes in population size and characteristics; and expansion of residential, institutional, commercial and industrial land use. By specifying that reserve land, rather than money in-lieu, be accepted in any new subdivision (except in exceptional circumstances), the Town has some guarantee that new residential areas will be as well served, in terms of recreation, as existing neighbourhoods.

Existing park and outdoor recreation areas range from small play areas and ornamental parkettes to a major athletic field and an attractive camping and picnic area in the North Saskatchewan River Valley. The largest proportion of park and open space is located in the older part of Devon, north of St. Lawrence Avenue. In addition, there are school grounds comparatively well-equipped with playground and playing field facilities. South of St. Lawrence Avenue, the need for local parks and playgrounds has been recognized in the Recreation Master Plan. A small play area serves the zero lot line housing and Pipeline Park is presently being developed through Town and community efforts. Throughout the Town, there are a number of well sites, vacant lots and undeveloped park reserves that are, or could be, used for informal activities or landscaped as passive parks.

The community survey results indicate a relatively high level of satisfaction with existing Town parks. It would appear from the survey that Devon's parks and recreation facilities are catering to all ages as the responses, indicating either satisfaction or dissatisfaction, were distributed proportionately among the different types of household (single persons, couples, families with children, single parent families and senior citizens).

The existing parks and recreation facilities would appear to be a major factor in residents' perception of Devon as a good place to live. Satisfaction with the community in general is relatively high. Parks and recreation facilities ranked second as a best characteristic of the community. There is slightly more dissatisfaction with park facilities amongst residents living south of St. Lawrence Avenue. This neighbourhood, with residential development still in progress, lacks many of the outdoor facilities found in the older sections of Devon.

Survey respondents were asked to rank, in order of priority, various aspects of parks and recreation development. Bicycle paths or routes would appear to be the major recreation priority among Devon residents.

The development of preschool play areas, particularly in the neighbourhood east of Michigan Street, also ranked as a high priority. The community survey results suggest that preservation of existing vegetation and wildlife in the river valley is important to many of the respondents, while development of more recreation facilities in the area was of much lower priority.

Municipal Goals, Objectives and Policies

Goal: K. To ensure the provision of protective, health, recreation, education and social services and facilities which will meet the needs of the Town's existing and prospective residents.

Objective: 4. TO PROVIDE OPPORTUNITIES FOR DEVON RESIDENTS TO PURSUE RECREATIONAL ACTIVITIES.

Policies: (1) The Town of Devon shall endeavour to continue implementing the recommendations contained in the Devon Recreation Master Plan.

(2) The Town shall continue to encourage voluntary donations of time, money, labour and materials to develop parks and recreation facilities.

(3) The Town may wish to consider attracting more commercial recreation facilities.

(4) The Town may wish to consider establishing a bicycle trail or bicycle route system within the community.

(5) The Town may wish to consider providing one or more parks or play areas suitable for infants and toddlers, with facilities for the accompanying adults.

(6) The Town should endeavour to preserve the natural habitat of the River Valley, and will permit recreation activities, facilities and linkages in a manner compatible with the existing environment.

(7) The Town will promote Devon as a tourism attraction in the Edmonton sub-region.

Education

The Devon School District is an independent organization operated by the Town of Devon. There are three schools in the Town: one elementary, one combined elementary and junior high and one combined junior and senior high. Existing enrollment figures will change noticeably in September, 1983, with the transfer of most out-of-town students to the new Graminia School, and the redistribution of various grades among the three Devon Schools. For the 1983-84 term, Robina Baker Elementary with Devon Primary School will serve Kindergarten through Grade 6; Riverview School, Kindergarten through Grade 8; and Devon High School, Grades 9 through 12. Preliminary projections for autumn, 1983, indicate an enrollment of 88 kindergarten students, 539 elementary students, 248 junior high students and 236 senior high students.

Of the households that responded to the community survey, 68.6 percent included one or more children. Education is therefore an important issue for many Devon residents. The community survey results suggest general satisfaction with the existing school system as well as a concern for future education services.

Future student enrollment and school requirement projections are based on a number of factors:

- (1) the rate of population growth;
- (2) the average number of children in each age group per housing unit;
- (3) the amount and types of residential development; and
- (4) the capacity of existing school facilities.

In general, apartment units in small urban centres in the Edmonton Region are not rented by families with children. Zero lot line houses are often considered "starter" homes and may continue to attract young families who, as they become more established financially, move to conventional single-family dwellings. Townhouse units often include children of preschool and school age. Based on the housing mix recommended previously and the number of children per household by housing type, a 300 student elementary/junior high school would require a contributory population of 500 households.

For the 1983/84 term, Devon's schools, including Devon Primary School, will provide a total of forty-six classrooms with a capacity for 1,150 students at twenty-five students per classroom. With most out of town students now attending Graminia School, preliminary projections for September 1983 showed an enrollment of 88 kindergarten (half-day) students and 1,023 Grade 1 to 12 students.

At present, Devon's schools appear to have sufficient capacity for the Town's student population. However, residential expansion, the deterioration of existing facilities, the proposed use of the primary school building for cultural purposes, and the apparently high proportion of preschool children compared with teenagers, particularly south of St. Lawrence Avenue, suggest that classroom capacity could be exceeded in a few years.

Municipal Goals, Objectives and Policies

Goal: K. To ensure the provision of protective, health, recreation, education and social services and facilities which will meet the needs of the Town's existing and prospective residents.

Objective: 5. TO PROVIDE SITES OF SUITABLE SIZE AND IN SUITABLE LOCATIONS FOR PUBLIC AND SEMI-PUBLIC FACILITIES.

- Policies:**
- (1) The Town of Devon, through the Devon School District, shall endeavour to continue providing educational facilities and opportunities for all students in Devon.
 - (2) The Town shall consider the effects of new residential development on student enrollment to ensure classroom space and related facilities meet future requirements.
 - (3) The Town shall endeavour to ensure that the design and street pattern of each new residential subdivision minimize walking distance and maximizes safety for children traveling by foot or bicycle to and from school. The Town will also endeavour to establish safe school routes in both new and existing areas.
 - (4) The Town shall endeavour to encourage community use of school facilities and school grounds, as well as student use of municipal parks and recreation facilities.
 - (5) The Town should encourage the library to meet the service and program needs of the community by:
 - (a) ensuring that the library is easily accessible to residents, that sufficient parking is available and provision is made to accommodate handicapped users;
 - (b) ensuring that the library continues to inform the public of services and facilities available at the library; and
 - (c) providing sufficient space if and when expansion of the library occurs.

COMMUNITY DEVELOPMENT

The term community development, in the context of the General Municipal Plan, refers to resident interaction and participation in civic affairs, leisure activities, fraternal organizations and volunteer activities, as well as minimizing the negative social impacts of population and economic growth.

Community development and the promotion of community spirit, identity and cohesion are important aspects of social planning which require strong communication and understanding between municipal leaders and local residents. To achieve this goal, local officials must encourage greater citizen participation in the planning process, particularly on issues affecting the community at large.

Successful involvement can only be achieved when both groups have a clear understanding of the issues at hand. Therefore, community development grows and strengthens when the municipal council is aware of and responsive to residents' concerns and when citizens are well informed and interested in local growth and development issues.

Volunteer organizations, citizen input in political decision-making and the establishment of interest groups and leagues involved in community projects are a few ways in which community development can be fostered.

As mentioned previously, the majority of Devon households favour Town growth. The advantages of growth, most often cited by Devon households, include more jobs, better shopping, and improved business. The disadvantages of growth, most often cited, include more crime, a more impersonal community and increased traffic. These can be considered to be some of the positive and negative impacts of growth as identified by the community.

Potential negative social impacts of growth may result from attending only to the physical needs of the population through the provision of housing, roads and necessary utilities systems, while neglecting, in the short term, education, recreation, health needs and required protective services. It is possible to mitigate some of these problems by monitoring the rate of growth, phasing in new services as people move into the community, and matching these services with the needs of the expected population.

Municipal Goals, Objectives and Policies

Goal: L. To promote a sense of community identity and spirit among the residents and to enhance the quality of life in Devon.

Objective: 1. TO PROVIDE FORUMS FOR COMMUNITY PARTICIPATION IN CIVIC AFFAIRS.

- Policies:**
- (1) To encourage public participation the Town will:
 - (a) continue to advertise the procedures for public participation in the development approval process;
 - (b) where appropriate, involve the public in the evaluation of development proposals;
 - (c) continue to seek citizens' views on the development of Devon through surveys and other public participation processes; and
 - (d) allow sufficient time for citizens to make their views known.
 - (2) Input into the planning of community facilities and services will be sought from people residing in the areas likely to be served.
 - (3) The Town will support organizations and continue to seek their involvement in the planning and development of community facilities and services.

Objective: 2. TO MINIMIZE THE NEGATIVE SOCIAL IMPACTS OF DEVELOPMENT.

- Policies:**
- (1) The Town will endeavour to review, and plan for the improvement of, social conditions and social development services, such as education and recreation facilities and programs.
 - (2) Where redevelopment takes place, the Town will endeavour to ensure that the dislocation of people, housing and services is minimized and adequate provision is made, if necessary, to relocate people and services in a satisfactory manner.
 - (3) The Town may request a social impact assessment report outlining the groups likely to be affected by major development proposals, the project's positive and negative effects, and ways of minimizing the negative effects of the development prior to granting approval.

IMPLEMENTATION

The Town of Devon General Municipal Plan provides general direction to the public and private sectors in their efforts to improve the Town. However, the policies and plans which have been adopted as the General Municipal Plan Bylaw do not complete the Town's planning efforts.

As indicated in this plan, considerable effort is required to ensure the development of a viable commercial sector, to encourage additional industrial development, to provide necessary public services and to develop suitable residential areas. The plan and its background reports provide a comprehensive information base and indicate the types of actions which will be required by Council.

The Town's Land Use Bylaw is the legislative tool by which the use and development of land and/or buildings will be regulated. It is therefore the principal instrument for implementing many of the general municipal plan policies. It is recognized, however, that changes to the existing land use pattern will not be immediate.

Annexation of additional land to the Town may be required in order to accommodate future residential and industrial growth. The general municipal plan indicates a desirable expansion direction. The Town should review annexation proposals in terms of the policies contained within the general municipal plan and such other matters as the Council considers appropriate.

Finally, the Town should continue to utilize the planning services provided by private consultants, government agencies and the Edmonton Metropolitan Regional Planning Commission, in order to implement its general municipal plan.

TOWN OF DEVON GENERAL MUNICIPAL PLAN PUBLICATIONS

1. Edmonton Metropolitan Regional Planning Commission, Town of Devon General Municipal Plan, Terms of Reference; E.M.R.P.C., Edmonton, Alberta; May 24, 1983, 8 pages.
2. Edmonton Metropolitan Regional Planning Commission, Town of Devon General Municipal Plan, Population Growth Prospects; E.M.R.P.C., Edmonton, Alberta; August, 1983, 25 pages.
3. Edmonton Metropolitan Regional Planning Commission, Town of Devon General Municipal Plan, Community Survey Report; E.M.R.P.C., Edmonton, Alberta; October, 1983, 47 pages.
4. Edmonton Metropolitan Regional Planning Commission, Town of Devon General Municipal Plan, Public Services; E.M.R.P.C., Edmonton, Alberta; November, 1983, 28 pages.
5. Edmonton Metropolitan Regional Planning Commission, Town of Devon General Municipal Plan, Economic Development Prospects; E.M.R.P.C., Edmonton, Alberta; January, 1984, 20 pages.
6. Edmonton Metropolitan Regional Planning Commission, Town of Devon General Municipal Plan, Urban Development; E.M.R.P.C., Edmonton, Alberta; January, 1984, 45 pages.
7. Edmonton Metropolitan Regional Planning Commission, Town of Devon General Municipal Plan, Municipal Finance; E.M.R.P.C., Edmonton, Alberta; February, 1984, 31 pages.

APPENDIX A THE GENERAL MUNICIPAL PLAN RESEARCH PROGRAM

The Town of Devon General Municipal Plan program was initiated on May 24, 1983 through resolution passed by the Town Council.

The research program has resulted in a comprehensive analysis of the Town including:

- (a) a terms of reference document, outlining the intent of the General Municipal Plan program;
- (b) a statistically valid, random sample community survey of 402 households to determine residents' attitudes to the Town's existing and future development;
- (c) an analysis of the Town's population growth and economic prospects;
- (d) an inventory of public services and projections of demand for those services;
- (e) a detailed land use inventory identifying man-made structures and natural features;
- (f) the formulation of municipal growth and urban form, economic, housing, neighbourhood design and social policies consistent with residents' desired Town objectives;
- (g) the formulation of a long range concept plan identifying future development areas within the Town's boundaries;
- (h) an analysis of the Town's current financial position and possible patterns of revenue and expenditures; and
- (i) proposed methods of implementing the General Municipal Plan.

A total of seven reports were prepared by staff and were reviewed, amended and adopted by the Town's Council as information for use in preparing the General Municipal Plan document.

Public participation formed an integral part of the General Municipal Plan Program. The purposes of the public participation program were to:

- (a) provide the opportunity for interested individuals to assist and advise the Town concerning the preparation of the General Municipal Plan through the Community Survey;
- (b) obtain statistically valid information from a representational cross section of the public concerning their attitudes to a wide variety of possible issues; and

- (c) provide opportunities for the public to respond to the General Municipal Plan studies and proposals.

The various public participation objectives were fulfilled by a variety of methods including:

- (a) administering a Community Survey to the entire community;
- (b) hosting a public information open house in order to discuss planning issues with the individuals in attendance;
- (c) making copies of all planning reports available;
- (d) requesting the submission of briefs; and
- (e) holding a formal public hearing following first reading of the proposed General Municipal Plan Bylaw.

After the formal public hearing the Plan received second and third reading by Council. The adoption of the Town of Devon's General Municipal Plan Bylaw No. 420 followed the procedures specified by the Planning Act, R.S.A, 1980.

APPENDIX B DEFINITIONS

The Planning Act should be consulted for definitions of terms not found in this Glossary. If not defined in either place, the common English meaning should be used.

AREA STRUCTURE PLAN, means

a plan prepared and adopted by a municipal council as an area structure plan pursuant to the Planning Act, providing a framework for subdivision and development of an area of land in a municipality and describing:

- (a) the sequence of development proposed for the area;
- (b) the land uses proposed for the area, either generally or with respect to specific parts of the area;
- (c) the density of population proposed for the area, either generally or with respect to specific parts of the area; and
- (d) the general location of major transportation routes and public utilities;

and containing any other matters the municipal council considers necessary.

ARTERIAL ROAD, means

a road whose major function is the movement of vehicular traffic at higher speeds and over longer distances. Arterials intersect with other arterials (including freeways and expressways) and with collectors.

COLLECTOR ROAD, means

a road whose function is to provide both land access and mobility, and for which there are certain size and design implications. Collector roads collect traffic from local roads and feed it to arterials, or distribute it from arterials to local roads.

ENERGY UTILITIES, means

facilities for the transmission of oil, gas, or power to a distribution centre or storage facility and includes installation facilities and distribution lines associated with these facilities.

GOAL, means

an idealized end toward which planned action is directed, and which provides a broad indication of what is to be achieved.

GROSS DEVELOPABLE LAND, means

that area of land proposed for subdivision or area structure plan less the land required as environmental reserve land.

LIGHT INDUSTRY, means

any manufacturing or processing activity which does not cause any external, objectionable or dangerous conditions beyond any building on the site.

MAY, means

an operative word meaning a permitted action, based on fulfillment of specific criteria.

NEIGHBOURHOOD, means

an area able to house a population base needed to support an elementary school and is usually defined by natural or man-made features such as roadways or ravines.

NET DEVELOPABLE LAND, means

that area of gross developable land less land required to be provided for public roadways, walkways, public utilities, municipal reserve and municipal school reserve land.

OBJECTIVE, means

an achievable, feasible and measurable end which evolves from goal statements.

PIPELINE, means

any portion of the basic network of pipelines designed to transport bulk oil, gas, synthetic crude or any other commodity, but shall exclude any pipeline used as a public utility.

POLICY, means

a statement identifying a specific course of action for achieving the objectives.

POWERLINE, means

a major electrical transmission line above the 60 kilo-volt nominal operating voltage and includes transmission circuits, insulating and support structures.

PRIMARY HIGHWAY, means

a highway or proposed highway that is designated as a primary highway; or a road, street or highway designated as a secondary road and numbered between 900 and 999, pursuant to the Public Highways Development Act.

PUBLIC UTILITIES, means

the servicing infrastructure required to provide for the rights-of-way and/or sites for the following facilities: water, sewer, stormwater and solid waste disposal facilities.

RIGHT-OF-WAY, means

the land acquired for a transportation or utility alignment, such as pipeline, powerline, public road or railway. Specific rights regarding access and use have been granted to the owner/operator of the facility.

SHALL, means

an operative word meaning mandatory compliance.

SHOULD OR WILL, means

an operative word meaning that, in order to achieve municipal objectives, it is strongly advised that the action be taken.

TOP OF THE BANK, means

the most distinct topographical contour line situated between the upper plateau of a valley and a valley wall, as delineated by a plan of survey prepared by an Alberta Land Surveyor or by municipal staff through airphoto or topographical map interpretation or site inspection.

APPENDIX C GENERAL MUNICIPAL PLAN BYLAW

TOWN OF DEVON

BYLAW NUMBER 420

BEING A BYLAW TO ADOPT THE TOWN OF DEVON GENERAL MUNICIPAL PLAN

WHEREAS, Part 3, Section 61(1)(a) of the Planning Act, R.S.A., provides that the Council of a Municipality having a population of 1,000 or more shall adopt a General Municipal Plan.

WHEREAS the Council of the Town of Devon has caused to be prepared a General Municipal Plan on the basis of background studies, surveys, Council meetings, a public hearing and such other methods.

NOW THEREFORE, the Council of the Town of Devon, pursuant to the provisions of the Planning Act, R.S.A., HEREBY ENACTS AS FOLLOWS:

1. This Bylaw and attached Schedule A, together with the maps "Future Urban Form" and "Planning Areas" may be cited as the Town of Devon General Municipal Plan Bylaw Number 420.
2. That Bylaw 328, being a bylaw of the Town of Devon General Municipal Plan is hereby recinded upon third and final reading.
3. This Bylaw comes into full force and effect upon the final passing thereof.

READ a first time this 26 day of March A.D. 1984.

READ a second time this 14 day of May A.D. 1984.

READ a third time this 28 day of May A.D. 1984.

MAYOR

MUNICIPAL ADMINISTRATOR

ATTACHMENTS

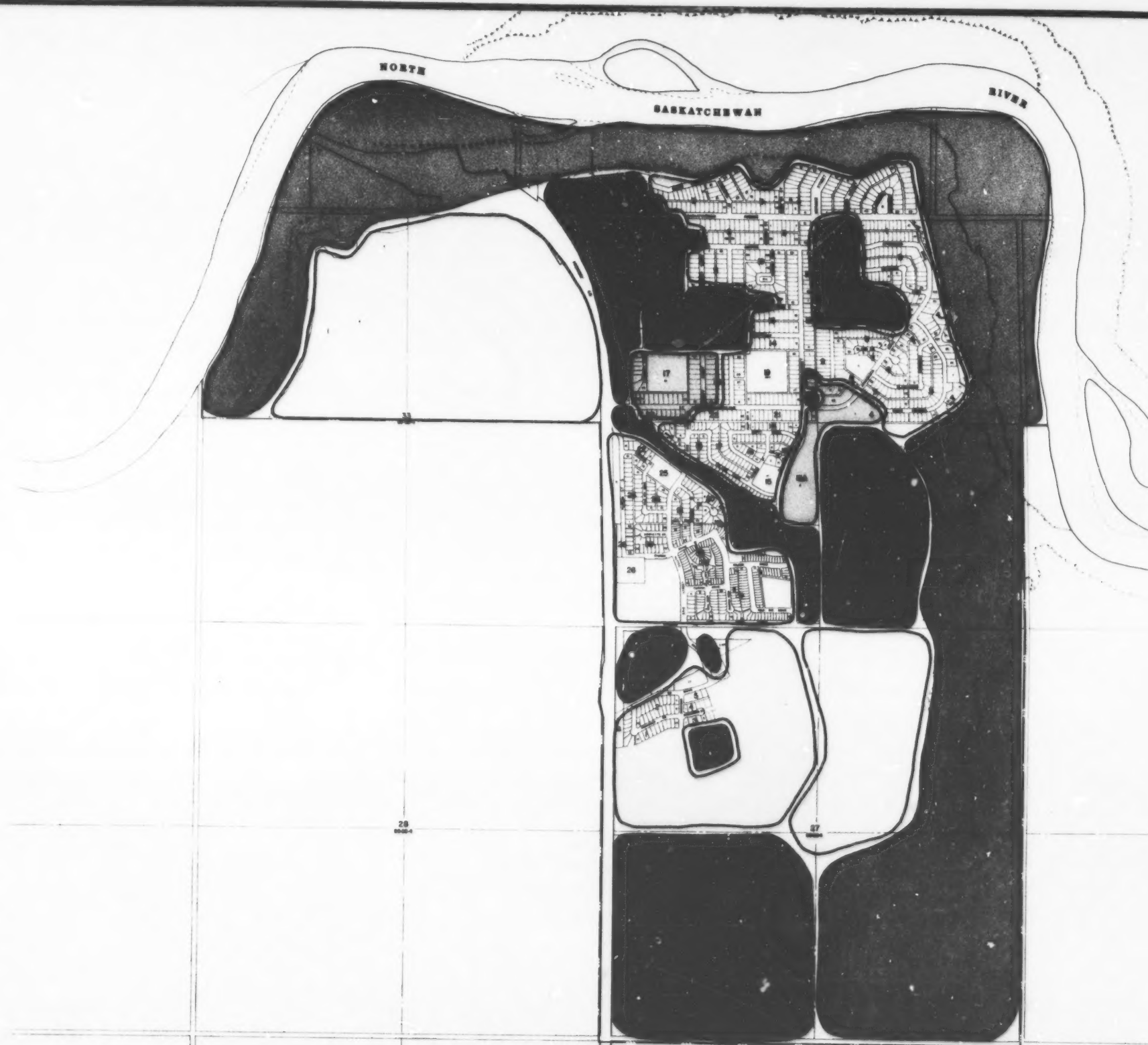
SCHEDULE A

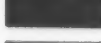
The following goals together form a general statement of the Town's desired future:

- A. To endeavour to accommodate growth consistent with the Town's role as a resource based, service and commuter centre in the Edmonton Metropolitan Region.
- B. To strengthen and diversify the overall commercial and industrial structure of the Town to meet the needs of the expanding community and its role in the Edmonton Region.
- C. To encourage development of an efficient urban form, including sufficient expansion areas and associated transportation and utility systems to accommodate future growth.
- D. To provide an efficient transportation system for the Town of Devon, to meet the community's short and long term requirements.
- E. To encourage the provision of a variety of well designed and affordable types of housing and high standards of neighbourhood and site design for all future development and redevelopment.
- F. To strengthen and diversify the overall commercial function of the Town in order to provide a variety of commercial services and employment opportunities to local residents.
- G. To develop industrial activities in Devon to increase local employment opportunities, minimize commuting to work for local residents and strengthen the Town's tax base.
- H. To ensure the provision of community facilities and services to meet the needs of the residents.
- I. To provide the necessary utility systems to accommodate growth.
- J. To protect energy corridors and utility facilities in a manner which minimizes disruption to existing and future development and the environment.
- K. To ensure the provision of protective, health, recreation, education and social services and facilities which will meet the needs of the Town's existing and prospective residents.
- L. To promote a sense of community identity and spirit among the residents and to enhance the quality of life in Devon.



FIGURE 4
FUTURE URBAN FORM



-  Residential-low density
-  Residential-medium and high density
-  Community Facilities
-  Open Space-Recreation
-  Commercial
-  Industrial
-  Urban Reserve

TOWN OF DEVON
General Municipal Plan

 Edmonton Metropolitan
Regional Planning Commission

 Metres 0 200 400 600
Feet 0 200 400

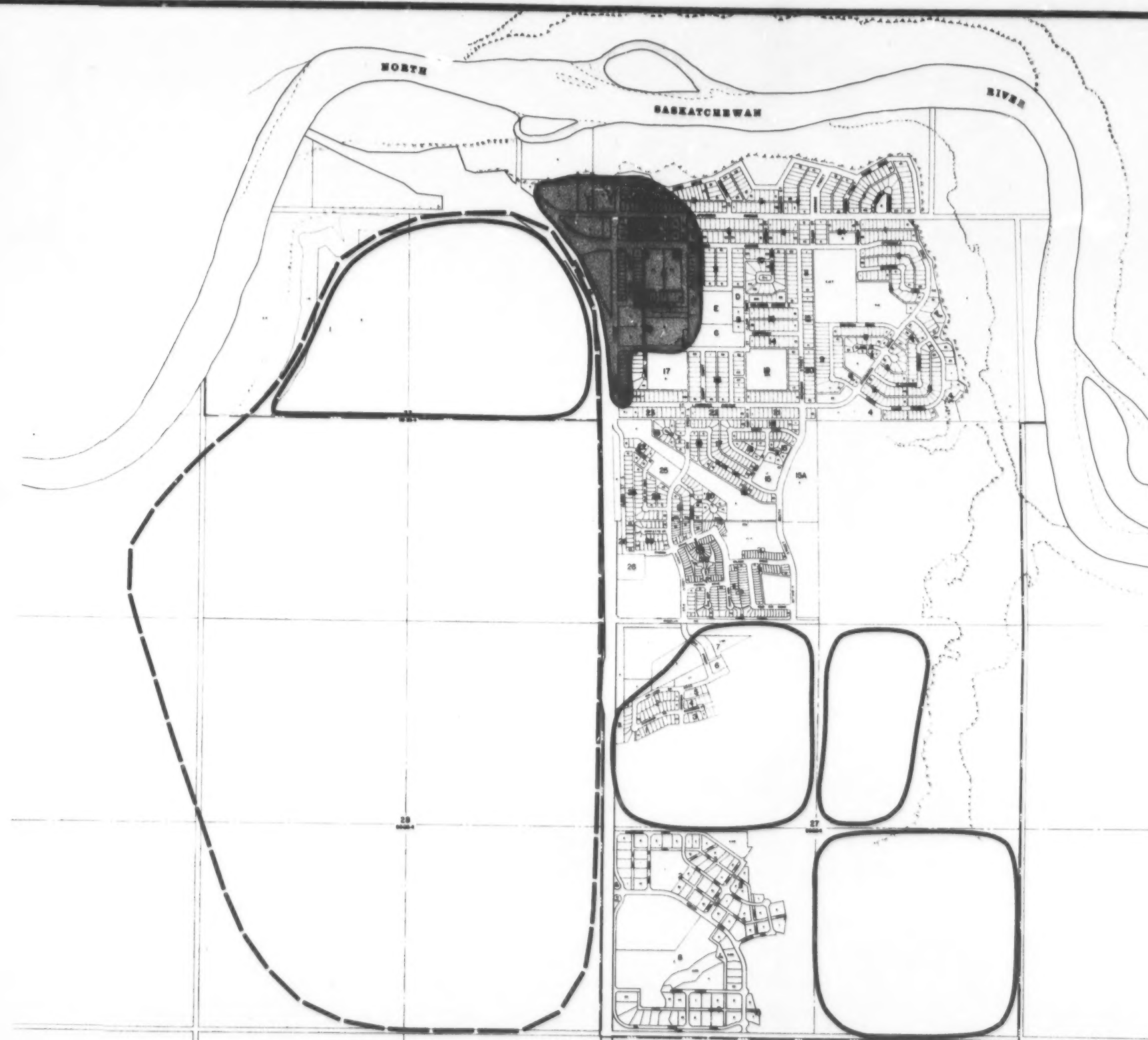
FIGURE 5
PLANNING AREAS

-  Area Structure Plans
-  Area Redevelopment Plan
-  Comprehensive Development Plan

TOWN OF DEVON

General Municipal Plan

 Edmonton Metropolitan
Regional Planning Commission



POOR

QUALITY

ORIGINAL